October, 1956 50 cents

# PACIFIC FISHERMAN

High Seas Fishing Is White-Hot...p9

Economics of Tuna Turbulent.....p11

OCT 1956
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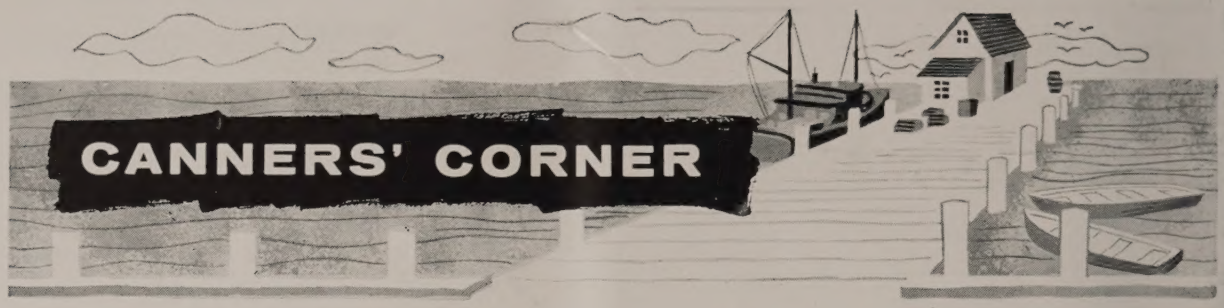
A MILLER FREEMAN PUBLICATION

SWEEPSTAKES WINNER at the San Pedro Fishermen's Fiesta was Capt. John Guglielmo's "St. Aniello II", this musical leviathan.

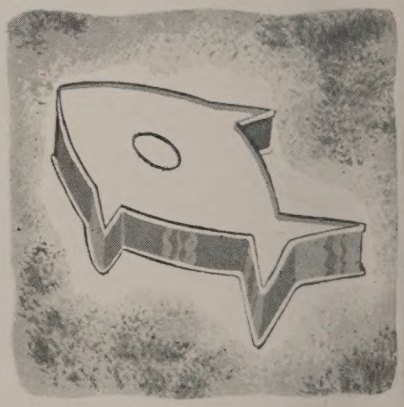


**Q.** **Who originated the salmon filler?**

**A.** American Can Company scientists and engineers! This important development opened the way for the first high-speed salmon canning lines during the 1930's.

**Q.** **How has Canco aided canners of shrimp?**

**A.** In many ways. For example, it was American Can Company that developed a suitable method for packaging and freezing Alaskan shrimp.



**Q.** **Has Canco ever designed a can to meet a special need of fish canners?**

**A.** Many times! Although we have not yet been called upon to produce a can like the one illustrated, Canco does offer a wide variety of can sizes and types suitable for canning virtually any sea food product.

**AMERICAN CAN COMPANY** CANCO

NEW YORK
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SAN FRANCISCO

# PACIFIC FISHERMAN

Vol. 54 No. 11

OCTOBER 1956



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A MILLER FREEMAN PUBLICATION


## International Forces Bring Ocean Netting Under Heavy Fire

● Off-shore net fishing for salmon was brought under the concentrated fire of all primary branches of the salmon fishing industry of British Columbia and Puget Sound, fire which was aimed and controlled by the International Pacific Salmon Fisheries Commission, at a meeting of the commission with its advisory committee and the interested industry in Vancouver, B.C., Sept. 28.

The commission itself declared it was recommending to the national governments that "all high seas areas and the adjacent territorial waters, excepting rivers, bays, and estuaries off the coast of the United States and Canada be closed to *all* net fishing".

The commission also declared in a statement read by its chairman, Robert J. Schoettler, who is also director of fisheries for the State of Washington:

*"If ocean fishing is to be allowed, it will be only a short time until all territorial fisheries will be extinct and sound management of any fishery, including that for Fraser River Sockeye, will be impossible".*

● Increase in units fishing, in the efficiency of the gear employed, and in the area fished were declared to produce a situation requiring "international control beyond that provided by the present Sockeye convention".

The commission said that to cope with the situation it needs "the right to control fishing in all parts of convention waters".

Also, "we must have the power to separate the commercial fishery waters of the convention in either country by whatever practical units are required".

The commission did not so suggest, but with delegations of the two nations due to meet in Ottawa October 22 to negotiate an amendment of the treaty to bring the Pink salmon fishery of border waters under the convention, the implication was plain that the amendments sought by the commission could be included at the same time.

● Despite the fact that 1957 prospects are favorable, the special escapement requirements on that cycle, plus the indicated volume and efficiency of gear, now indicate that fishing for Sockeye may not exceed two days per week in Canadian waters and three days in United States waters.

So Director Loyd A. Royal told the meeting, declaring in addition: "Such a season is biologically, economically and administratively ridiculous". Nevertheless, the commission bluntly declared: "This is the regulatory possibility for 1957 *even without an ocean fishery*. With a heavy ocean fishery extending beyond convention waters we lose control of the catch. Additional closures would be required where control is possible to prevent extermination of the potential spawning stocks".

● Advisory board members, representing purse seine, gillnet, troll, sport fishing, and canning of both countries, raised no voice in favor of ocean fishing. All but one condemned it, and he reserved his position pending conference with his industry.

Approval was unanimous for amendment of the convention to provide the additional powers the commission asked for itself.

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**PACIFIC FISHERMAN**

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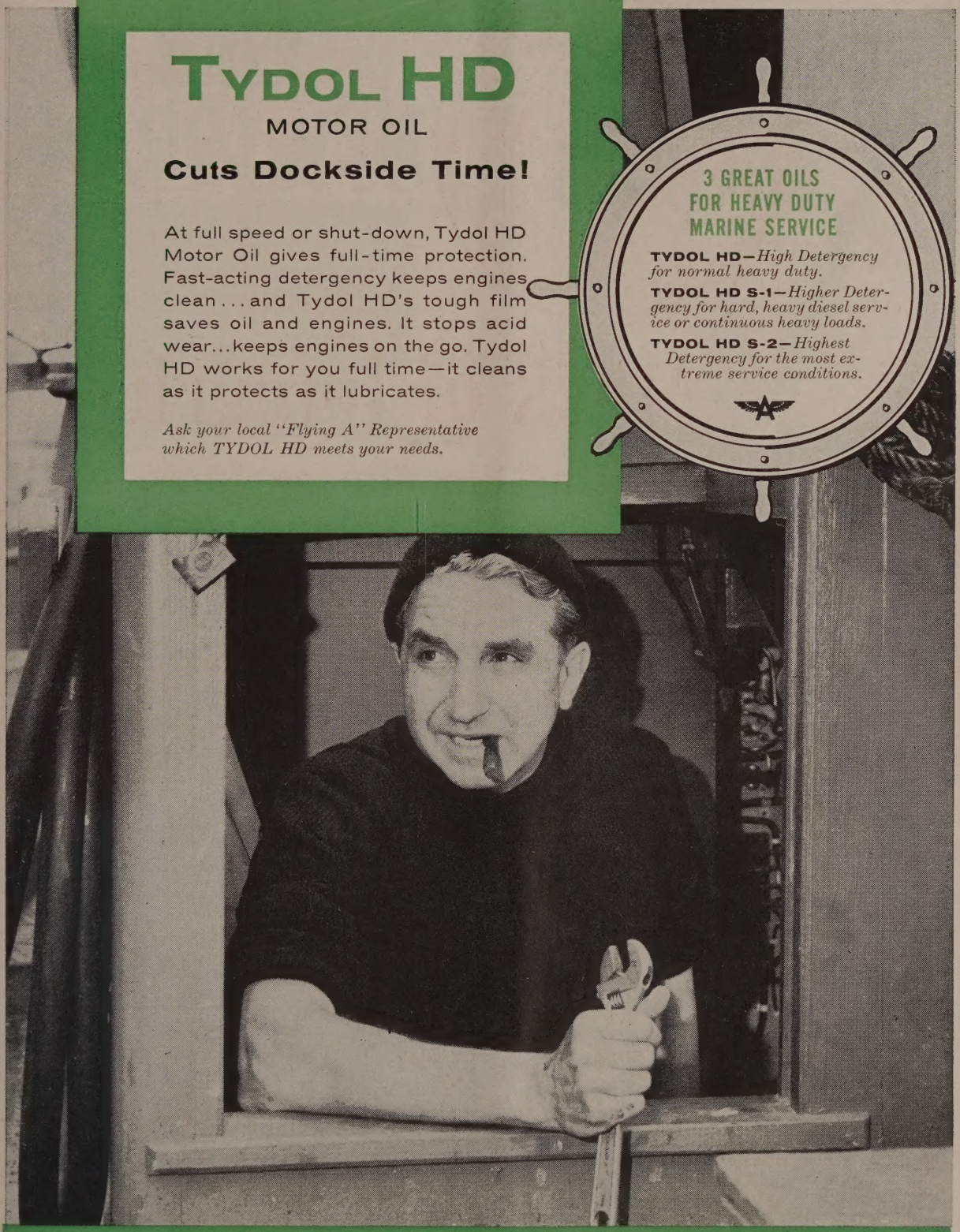

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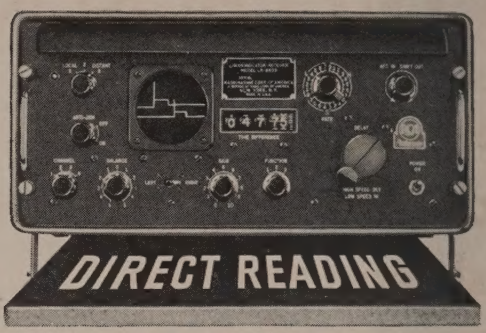


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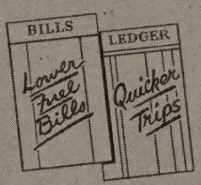


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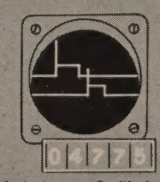

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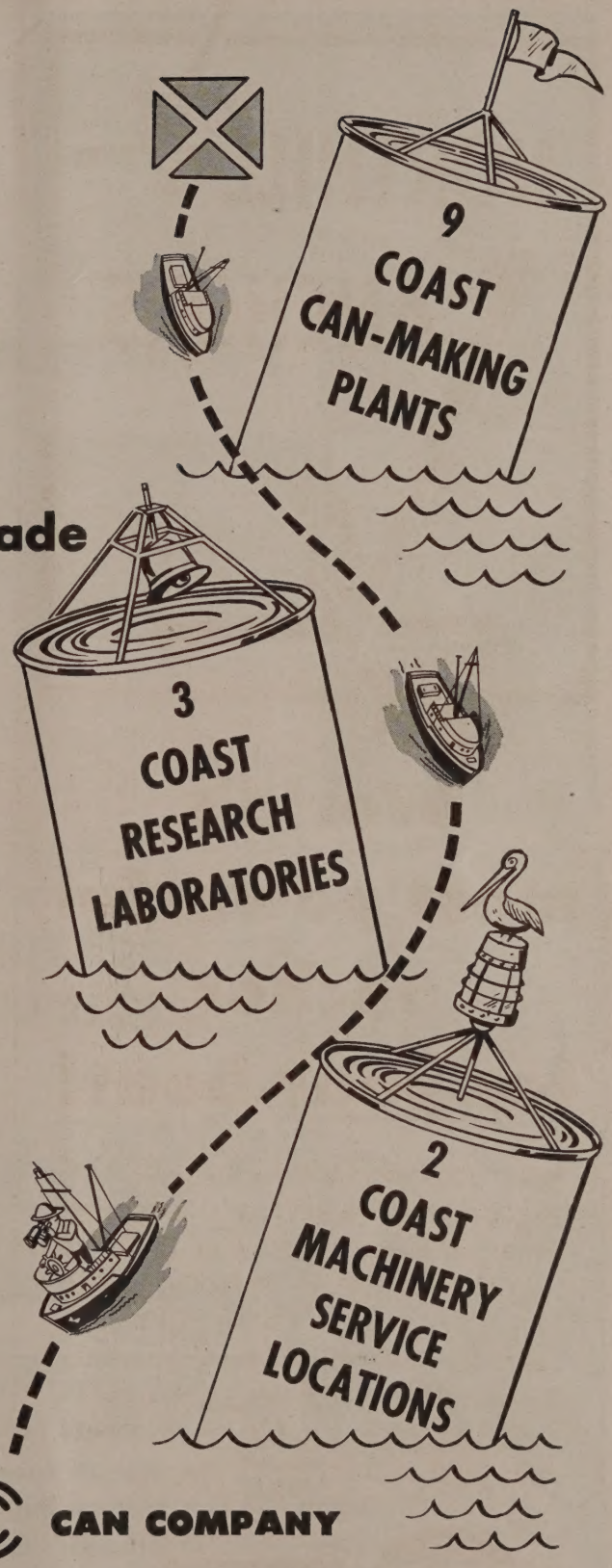


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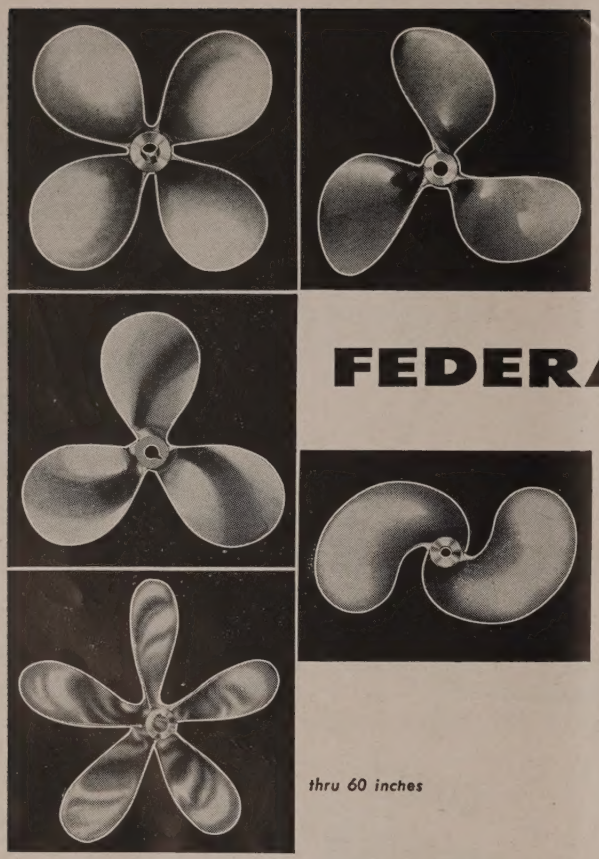

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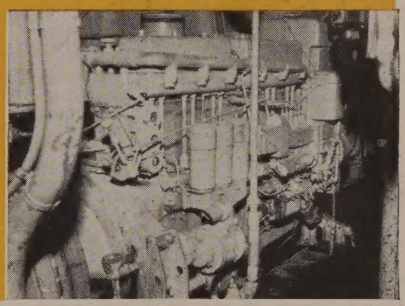

The Ambrose Company, operators of a fleet of tuna clippers out of San Diego, California, have had 15 years of experience with Caterpillar Diesels. Port Captain R. E. Wafer says:

"Caterpillar Engines were first installed in one of our vessels in 1941. The engines' performance was so satisfactory it was decided to install other Cat Diesels in our fleet. My personal reasons for favoring Caterpillar power are low maintenance cost, long periods between overhaul, availability of parts replacements, and the excellent service furnished by the local Caterpillar Marine Dealer."

Today, Caterpillar offers a line of modern heavy-duty marine engines and marine electric sets with even greater performance features to the fishing industry. The new D337 (Series F) is a good example. It's a Turbocharged engine with 310 HP (maximum output capacity). And the new compact Cat marine gear, with modern oil clutch, permits continuous operation at full load in either direction. You have a choice of three starting systems—air, gasoline or electric.

If you're building a new boat—or if your present engine is causing trouble, costing you time and money—talk things over with your Caterpillar Dealer. He has the right power for your boat, with a full range of engines up to 650 HP (maximum output capacity). He also has a full line of Cat Electric Sets. And he'll stand behind your engine with reliable service.

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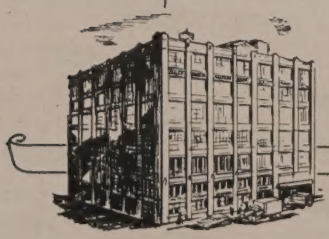

## Pacific Marine Supply Co.

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PACIFIC FISHERMAN OCTOBER 1956

# High Seas Netting —

# The White-Hot Issue

● White-hot issue of Pacific fishing today is high-seas gillnetting for salmon.

It embroils gear divisions of the industry.

States are thoroughly aroused.

Nations are involved. The Canadian government declares its position. Two departments of the United States government — State and Interior — scrutinize the matter with a worried air, obviously hoping the Pacific states will handle it.

American and Canadian sections of the International North Pacific Fisheries Commission obviously are concerned.

You'll hear a lot more about high seas fishing before you hear less.

### ● Who? Where? When?

Where did all this start? And when?

In the Orient, before the war, when Japanese have-not fishing companies found that by fishing gillnets on the high seas off Kamchatka they could intercept the runs headed for Soviet streams and the coastal fisheries leased to other Japanese companies.

After the war, with Asian coastal areas closed to them, and with their sovereignty restored, the Japanese high seas operators initiated fishing in mid-Pacific North, abstaining under the International North Pacific Fisheries Treaty from coastal salmon fisheries of North America, and from operating for salmon east of 175° west longitude.

### ● Success at Sea

Success of the Japanese in mid-ocean stirred the interest of enterprising American and Canadian fishermen, who speculated as to the possibility of a profitable fishery of this sort on the high seas off the North American coast under living standards and cost conditions prevailing in fisheries there.

Answer came in the results of research gillnetting by the U. S. Fish and Wildlife Service in 1955, when salmon were taken readily off the coast of British Columbia and throughout the Gulf of Alaska.

There were commercial preliminaries that fall, and violent reaction from established gear.

Union after union condemned development of an off-shore fishery for salmon runs already fished to or beyond the level where yield could be sustained from year to year.

### ● Alaska Action

Already faced with a critical problem in controlling intensity apparently too high for sustained yield, Fish and Wildlife Service promised action.

Alaska Administrator Donald L. McKernan said the 1956 regulations would prohibit salmon fishing outside of territorial waters contiguous to Alaska except by trolling. Actually, this did not come about until a critical local condition arose in connection with ocean seining on the high seas off Bristol Bay during the summer of 1956, but the regulation was in effect for Alaska before Thor Botten took the *Thoreen* fishing in August.

### ● Flare-Up

After glowing heatedly for a long while, the problem of high seas netting for salmon blazed white-hot this fall as Capt. Thor Botten took his fishing vessel *Thoreen* to sea with 1,000 fathoms of gillnet and fished it successfully off the coasts of Washington and British Columbia. (*Pacific Fisherman*, Vol. 54, No. 10, September, 1956, p. 23.)

His action and its profitable character brought instant imitation, and within a fortnight half a dozen craft were fishing off-shore. A month, and there were estimates of 200 boats fishing gillnets outside of territorial waters during the week-end closed periods.

Reaction was instant and violent.

First the trollers stirred, for the catch was largely of Silvers, on which they depend heavily at the time.

Then inside gillnetters.

Then seiners, most of them. *Some*, obviously thinking they might buy gillnets also, thought high seas fishing was a good idea.

### ● Whodunnit

While admittedly it was the *Thoreen's* pioneering which brought matters to a blaze, as the Canadians were quick to emphasize, there was a lot of recrimination and finger-pointing northward on the part of the Americans.

They believed that at least two Canadian vessels had fished Japanese

gear at sea in the summer of 1955; and they could not forget that Canada's Minister of Fisheries James Sinclair had been urging British Columbia fishermen to go to sea for Pink salmon until they brought the United States into a Pink salmon treaty by the success of their operations.

Moreover, Canadian reaction to the American operations resulted to release of Canadian vessels for fishing beyond the Bonilla-Tatoosh line during week-end closures.

**• National Policy**

Pioneer action of the U. S. Fish and Wildlife Service in closing the waters off the coast of Alaska to a new form of exploitation through the high seas gillnet was the only positive action which had been taken on the matter to presstime.

Although related to Alaska only, and adopted as a means of coping with a threatened problem there, the action may be taken as fairly indicative of the feeling within the Department of the Interior.

Although Canada had taken no action to prohibit the development of fishing on the high seas, J. A. Whitmore, chief supervisor of fisheries for British Columbia, was quoted as saying: "The Canadian authorities are opposed to such high seas fishing for salmon, and it is expected that formal action will be taken by United States and Canadian governments to prohibit such fishing next season."

Actually, the United States government at that time had taken such action already and had closed the seas off Alaska, with a much longer coastline involved than that of British Columbia.

**• State Action?**

The United States of course has a right to forbid any form of fishing by its nationals on the high seas—but this would take congressional legislation.

Moreover "state rights" are involved and Congress might be expected to be loth to act in a case involving a fishery generally of coastal character, such as that for salmon.

The states themselves apparently want to handle it themselves—if they can. They have always feared extension of Federal authority over coastal fisheries, and may be expected to do everything possible to forestall action by the national government.

Just what can the states do?

It's a safe bet that the responsible authorities of the three states are trying to find the answer to that one before the meeting of the Pacific Marine Fisheries Commission in San Francisco Nov. 26-8. Indication of what action they can take may be expected then.

If there is any question of the authority of the states — or any of the three — to take effective action, then they still have the chance to seek it from the 1957 sessions of the legislatures concerned.

Failing state regulatory action; failing state legislative action, there is always the opportunity for recourse to action by Congress next spring. This of course presupposes that action in advance of the 1957 fishing season is desired.

**• Embarrassment**

The Pacific states would appear to be under some embarrassment in this matter of controlling high seas fishing. At the time when the enabling act for the North Pacific treaty was under consideration it was originally proposed that the Secretary of the Interior have authority to promulgate regulations sought by the American Section to implement the treaty.

This was first sought for the North Pacific generally. The states objected. Then for north of the 49° parallel. The states objected. Finally, the authority was limited to the "convention area contiguous to the territorial waters of Alaska," to which Alaska objected.

All three of the Pacific states have laws which give them a measure of control over high seas fishing, generally by regulation of the landings of fish caught with gear prohibited in the state or at times when the season is closed in state waters.

California effectively disposed of the high seas sardine reduction plants by this means; and both Oregon and California have regulations which limit the landings of fish caught at sea.

# Pink Salmon Treaty Talk Opens in Ottawa Oct. 22

• Early action on negotiation of a Pink salmon treaty between Canada and the U.S. is in prospect as a result of designation of October 22 for a conference in Ottawa between representatives of the two nations. Partly in anticipation of this conference, the International Pacific Salmon Fisheries Commission called for a meeting with its advisory board in Vancouver for September 28.

Proposed regulation of Pink salmon either through a separate treaty or amendment of the existing international pact which covers only Sockeyes was to be the main line of discussion at both these meetings.

Canada's Fisheries Minister James Sinclair, who has been advocating a Pink treaty for the past two years, told *Pacific Fisherman* that he was hopeful of getting action within the near future.

Mr. Sinclair felt that so long as American fishermen continued to harvest many more Pinks than the Canadians they would be relatively unconcerned as to the importance of a treaty, but that history would be repeated as in the case of the Sockeye negotiations once the Pink catch attained a status of relative parity between the two countries.

In 1947 American fishermen caught 73.5% of the Fraser River's Pink run, but by 1955 the American percentage had been reduced to 55.4, partly due to the more aggressive offshore operations of Canadian fishermen in response to the plea of Mr. Sinclair and others who were anxious to expedite plans for Pink regulation and conservation.

It is generally expected that if Pinks are to be included in the international conservation program the existing Sockeye Commission's scope will be enlarged to embrace Pinks, this procedure being regarded as preferable to the establishment of an entirely separate commission which would inevitably lead to a great deal of duplication.

Overlapping of the Pink and Sockeye runs in certain areas has been one of the increasing problems of the Sockeye Commission in recent years.

Those who are charged with the responsibility of managing the salmon resource of the Fraser River are faced with a further increase in gear next season when the run of Sockeye is expected to be substantially greater than this year. There is a limit beyond which the Commission can go in a practical way towards reducing the number of days' fishing during the season. Canadian fishermen, for instance, would probably find small compensation for operating only two days a week.

The problem is not entirely one for the Commission. Much of the responsibility will rest on the industry itself, according to those who have tried to study the situation impartially, and this is a point that has frequently been emphasized by spokesmen for the Commission.

# Turbulent Economics

## FTC Charges Prices Raised When Tuna Hits New Low

• Turbulent economics of the California tuna industry were further agitated in September when the Federal Trade Commission summoned tuna canners, boat owner associations, unions and individuals to answer a complaint alleging violation of the Federal Trade Commission Act where it states "unfair methods of competition in commerce, and unfair or deceptive acts or practices in commerce, are unlawful."

William Morehead, president of the California Fish Canners Association, later announced that a committee of four lawyers appointed by him had decided to seek the services of Eugene D. Bennett of San Francisco as counsel in the case. The regional office of the FTC is in San Francisco.

### • What Effect?

What effect the FTC complaint might have on the negotiation of the price of sardines for the Southern California season was a matter of speculation. The custom of the fleets, fishing tuna and sardines out of Southern California ports, not to sail without a definite tonnage price, has existed for many years in the fishery. The purse seine tuna fleet has customarily followed the price established for the bait fleet.

The Southern California boat owner groups, such as American Tunaboat Association, Fishermen's Cooperative Association and the California Commercial Fishermen's Association, are organized as cooperatives under the law of the State of California. Harold Cary, manager of the ATA, San Diego, states: "Our organization is a group of boat owners organized as a cooperative marketing association under law of the State of California. We conduct our business affairs in full accordance with our understanding of applicable laws."

Industry members say the complaint came as a complete surprise. The start of the investigation by the FTC apparently began in 1952. Some of the firms and individuals named in the complaint are no longer engaged in packing of tuna.

The accusation comes at a time when the industry is selling raw tuna and canned tuna at prices lower than at any time since the end of World War II. Industry spokesmen point out, therefore, that the consumers of tuna are not being subjected to prices which are non-competitive. For example, one

M. Phister

H. F. Cary

advertised chunk tuna has recently been advertised for as low as 19c per can and another comparable label offered for 29c in many ads.

Also the complaint came at about the time of the hearings on the proposed canned tuna standards which have been submitted to the Food and Drug by the industry through the National Canners Association.

Ironically, again, the complaint was served almost coincidental with the 10th Annual Fishermen's Fiesta at San Pedro, at which Secretary of the Interior Fred A. Seaton was the main speaker.

Hearing on the complaint is scheduled for November 19 in Long Beach, Calif.

### • Today's Prices Low

All to whom *Pacific Fisherman* talked emphasize the fact that, contrary to the alegations of the complaint that they have "established, fixed and maintained uniform and non-competitive prices for the purchase and sale of raw tuna and tuna-like fish," the price of *raw* tuna is now lower than it has been since the end of World War II. Only recently, fishermen have taken several cuts in tonnage price on all species of tuna, including Albacore.

Again it has been pointed out that, as far as the selling price of *canned* tuna is concerned, it is now lower than it has been for several years.

Tuna industry reaction to the complaint was one of surprise and indignation. Mr. Morehead declared the charges of FTC have "no foundation whatsoever"; and that "prices of tuna have never been lower," a fact verified by the records of *Pacific Fisherman* covering grocers' advertised prices of canned tuna over a period of years.

Montgomery Phister, vice president of the Van Camp Sea Food Company, one of the major packers of tuna in Southern California, states that "FTC seems to think that some of the things that American fishermen have been

W. C. Morehead

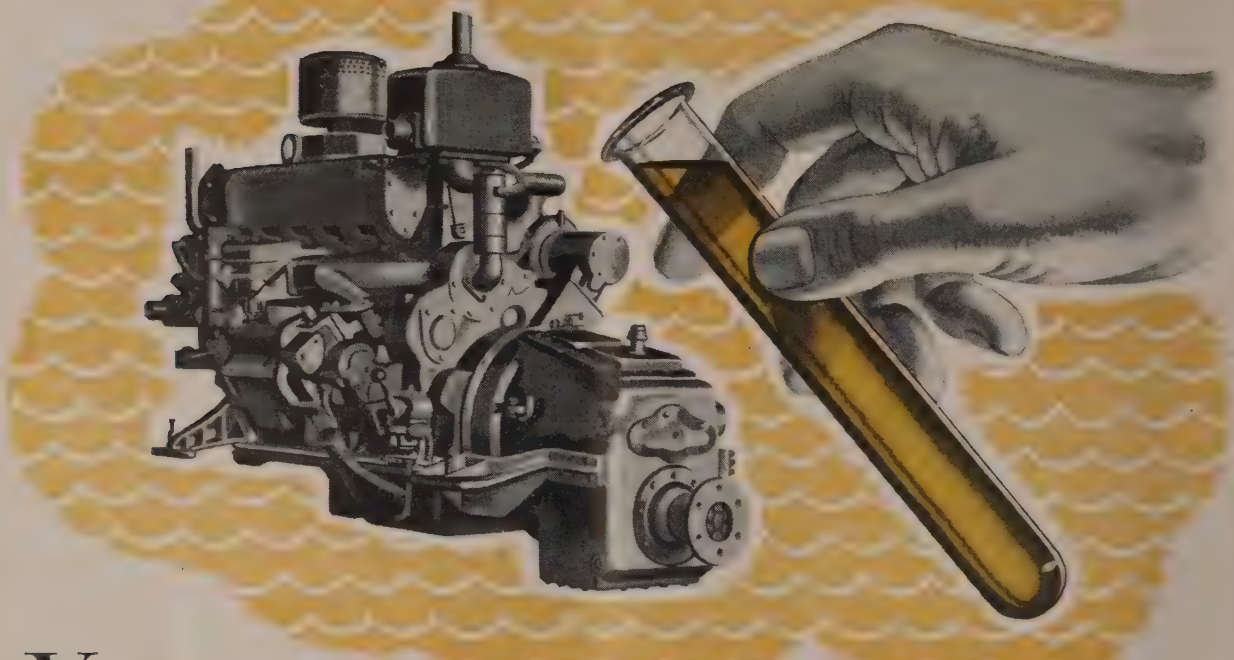
D. P. Loker

doing to defend themselves from the unfair Japanese methods are in violation of its rules. The Van Camp Sea Food Company has not violated any laws, although it has vigorously tried to meet the Japanese competition, and the company welcomes this inquiry."

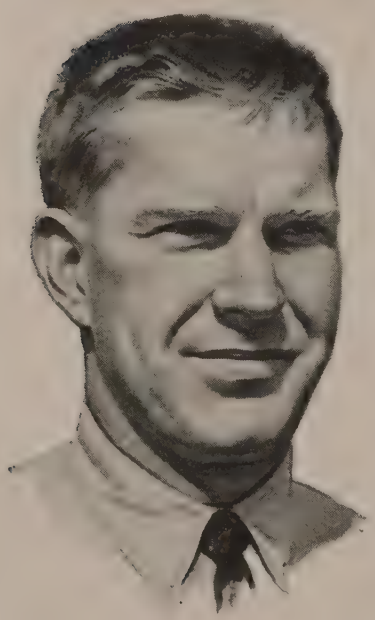
Mr. Phister said further that it was "unfortunate that the FTC charges were filed before appointment of the new Assistant Secretary of the Interior for fisheries and wildlife," and that he hoped President Eisenhower would make the appointment quickly so "all phases of the problem may be aired at once."

T. F. Sandoz, president of the Columbia River Packers Association, Inc., only company doing business outside

# Can the wear rate on heavy-duty engines be cut?



# Yes...and here's how Shell men and techniques do it with an oil



Engineers *knew* friction was a major cause of engine wear. But Shell scientists suspected there was a hidden villain—even more destructive.

Years of research proved the hidden villain was *acid action,* result of harmful acids formed during the combustion cycle. Attacking piston rings and cylinder walls, acid action was destroying engines *faster than friction.*

Shell Research men set out to develop an oil which could neutralize these harmful acids. The result—after extensive testing—was SHELL RIMULA OIL, the amazing alkaline oil which stops acid action, extends trouble free engine operation, greatly reduces wear rates in heavy duty engine service.

Shell Rimula Oil is the standard of quality in its field—the only oil of its type to fully meet year-after-year the requirements for America's leading diesel engines. It is just one of many fine products developed by Shell's 1500-man research team—a team with 25 years' experience in gasoline and lubrication problems.

A phone call can put this team to work solving your problems. Call your Shell representative today.

SHELL

## SHELL RIMULA OIL

Southern California to be named in the complaint, said:

"We purchase tuna at the best competitive price for high quality fish, and sell our finished pack throughout the United States in direct competition with other packers. We have never conspired directly or indirectly with other packers or with anyone else on tuna prices or in the purchase of tuna.

"It is ridiculous to charge our company with having anything to do with any effort to hinder catching tuna in Pacific waters. We have always urged maximum research efforts to develop the domestic tuna industry."

Joseph J. Bogdanovich, president of Star-Kist Foods, Inc., said: "We are shocked at the fantastic charges made in this complaint and we categorically deny that we have ever been engaged in any illegal activity." Mr. Bogdanovich says the American housewife "is the best witness to the utter falsity of this charge. She has seen that, despite the general rise in food costs, tuna has steadily declined in price until today it represents an exceptional value in the food field and is at a lower price on the grocery shelf since the end of World War II."

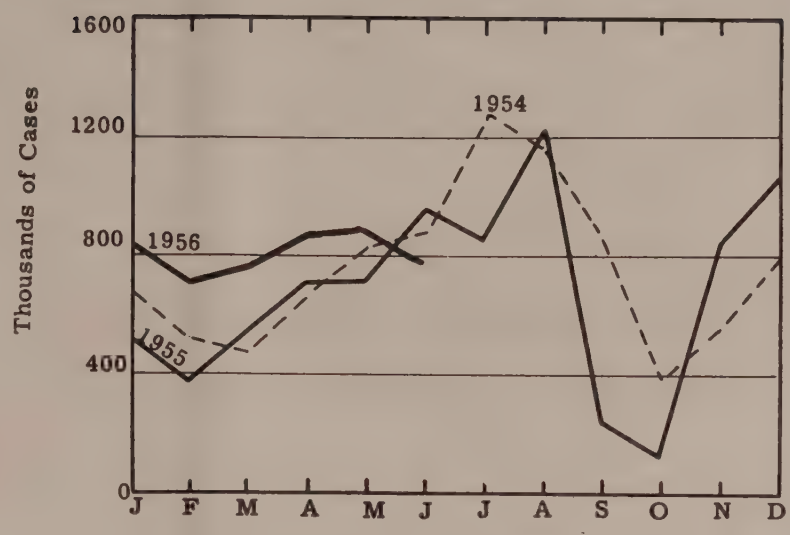
### • The Import Aspect

The complaint devotes many words to the accusation that canners and members of the tuna boat association have engaged in practices involving importation of Japanese tuna, frozen or canned; curtailment of canned tuna imports; raising the prices of Japanese canned tuna imports; controlling the volume of Japanese frozen tuna imports from Japan; raising the prices of Japanese frozen tuna imports; suppressing imports of Japanese tuna discs; and creating a Tuna Plan Committee which was sent to Japan with the effect of carrying out the combination and conspiracy to restrain and suppress competition by the Japanese tuna industry in the United States."

With respect to tuna canners other than those named by the FTC, the complaint alleges that the respondents charged sought "to suppress competition from other American canners of tuna, particularly those on the east coast"; and says respondent canners suppressed in 1954 "the exportation from Japan of 'tuna discs' to the United States, thus tending to cut off a source of supply of tuna to such other competing American canners."

The complaint concludes its charge of unfair acts and practices and unfair methods of competition by saying these "practices, policies and acts" have "substantially increased the cost of food by their effect on prices which the public is required to pay for canned tuna sold and distributed in commerce." (*Which are currently the lowest in years, remember.*)

CALIFORNIA CANNED TUNA PACK




Singularly, the FTC complaint was filed coincidental with National Tuna Week in which the Department of the Interior and the Fish and Fish and Wildlife Service cooperated actively.

Some industry members point to the fact that at this time the Federal government has shown its confidence in the California tuna industry by the allocation of the Saltonstall-Kennedy funds, for tuna research and for promotion and analysis of canned tuna; and that the FAWS, through the Department of the Interior, is aiding the industry at a time when it has needed help, as opposed to the harmful effects of the complaint filed by the FTC.

Donald P. Loker, vice president of Star-Kist Foods, declared "the charges were both surprising and confusing, from the standpoint that we have no knowledge of monopolistic practices, price fixing, or conducting any element of this industry in a way that is contrary to the laws of the United States, or in any way which could possibly be construed as unfair to the consumer.

• California Fish Canners Association cancelled a scheduled appearance before the House Ways and Means Committee in Washington, D. C., where Charles Carry, executive director of the Association, was scheduled to appear, as was Harold Cary, manager of the American Tuna Boat Association.

Telegram to the committee said in part—"Since our activities in Japanese imports were based on what we believed to be our constitutional right to petition Congress, we are now uncertain what course we may pursue to protect the health and prosperity of this industry. We are, herefore, forced to cancel our appearance before your committee, pending a clarification of charges against this association by the Federal Trade Commission".

### • Previous Fishery Complaints

The FTC complaint against the tuna industry came as the latest in a series of cases which it has instituted against various branches of the Pacific fishing and fish packing industry over a period beginning in 1953. At that time it brought an action against the Alaska salmon industry. This was followed by charges against Puget Sound salmon fisherman and canners; against the Alaska razor clam industry; and, most recently, against the King crab packing industry of the Kodiak Island area.

All of these actions have varied somewhat in practices brought under complaint, but all previous cases have had as their central aim enforcement of court ruling that operators of fishing vessels are not the employes of those to whom they sell, but are independent businessmen and subject to the terms of the anti-trust laws except in cases where they can establish bona fide qualifications for exemption.

• Companies and organizations named in the FTC complaint against the tuna industry are:

California Fish Canners Association, Inc.; F. E. Booth Co., Inc.; California Marine Curing & Packing Co.; Franco-Italian Packing Co., Inc.; High Seas Tuna Packing Co., Inc.; Pan-Pacific Fisheries, Inc.; The Quaker Oats Company; South Coast Fisheries, Inc.; South Pacific Canning Co., Inc.; West Shore Company; Star-Kist Foods, Inc.;

Sun Harbor Packing Company; Van Camp Sea Food Company, Inc.; Western Canners Company; Westgate-California Tuna Packing Company; Columbia River Packers Association, Inc.; American Tunaboat Association; Fishermen's Cooperative Association of San Pedro; California Commercial Fishermen's Association, Inc.; Five Star Fish and Cold Storage; Fishermen's Cooperative Association, Seattle; Salmon Trollers Marketing Association, Inc., Fort Bragg, Calif.; Federated Fishermen's Association, Inc.; Cannery Workers & Fishermen's Union of the Pacific; Local No. 33, Fishermen and Allied Workers Division, International Longshoremen & Warehousemen's Union; Seine and Line Fishermen's Union of San Pedro.

# Investigation Report on Peruvian Salmon Project

● Findings of the Department of State in its investigation of the letters received last spring from Peru announcing an impending mothership and purse seine fishing operation to be mounted by South American interests off the Strait of Juan de Fuca are detailed in a letter to Washington Congressman Don Magnuson from Robert C. Hill, Assistant Secretary of State.

The letter follows:

"Concern over a foreign salmon fishing project in waters off Washington first arose upon receipt of a letter by Robert J. Schoettler, Chairman of the International Pacific Salmon Fisheries Commission, from one Arnoldo Marcus Faranti, who gave his address as Box 30, Pisco Playa, Peru. The writer of the letter stated he wished to fish for salmon on the high seas off Juan de Fuca Strait; that for this purpose he had available a 500-ton mothership and catcher boats under Panamanian flag; and that he desired to know the rules for entry into United States and Canadian ports. The writer added he might change the registry of the vessels to Costa Rica. Mr. Schoettler, in reply, quite properly referred Marcus to the United States and Canadian Governments, and expeditiously informed the Department of the matter. The alleged Peruvian writer never communicated with the United States Government, but instead wrote a second letter to Mr. Schoettler.

"In view of certain parent relationships between this inquiry and some of our fishery problems with certain other countries, the Department suspected the sincerity of the inquiry and at once began investigation through the American Embassy in Lima and private channels. The upshot of this investigation, which had to be extended into Costa Rica and Panama, was:

1. No such person as Arnoldo Marcus Faranti was known at all in Pisco Playa, or anywhere else in Peru;
2. No such person was known in fishing industry circles of Panama or Costa Rica;
3. No freezer vessel of the type described and capable of operating as far north as Puget Sound was known in the area; and
4. The renter of Box 30 in Pisco Playa is an American citizen, who has been in Central America and Peru since 1951 engaged in fishery work of one kind or another. His permanent home address is Seattle.

"In two separate interviews with the American citizen, our Embassy at Lima could develop little further information. The American citizen stated he had assisted Marcus in translating the letter. He was vague about Marcus' nationality, saying he was either Panamanian or Costa Rican and, when inquiries in those countries failed to reveal any such individual, he stated he thought Marcus might be a Spaniard. He stated his interest in the matter and in assisting Marcus was to protect the American salmon fisheries.

"This information would seem to justify the Department's original misgivings when the Marcus letter was brought to its attention. As you know, fishery questions are now active in the United Nations and elsewhere. The Department, therefore, forbore to make answer to any inquiries until it could establish the bona fides of Marcus and his associates. As it now appears, there is no such person or, if there is such a person, he neither is connected with the fishing industry nor has the vessels he alleges he owns. It is quite clear that the inquiries from Peru were written with something other than a legitimate intent."

## Kodiak King Crabbers Charged Before F.T.C.

Charges of conspiracy and coercion to fix and maintain the price of raw King crabs in the Kodiak Island area were filed with the Federal Trade Commission in September by William L. Pack, its examiner who had studied the case.

Charges were made against the United Fishermen of Alaska, the Kodiak Fish Producers Association and Kodiak Sea Foods Packing Co. Two other firms, Island Seafoods, Inc., and King Crab, Inc., previously had accepted a consent decree.

The examiner found that the union and the association in 1954 used coercive tactics against Wakefield Fisheries in an effort to compell it to pay the 9½c price fixed for that year and 1955 by negotiation between the producers and the association.

The examiner proposed that the F. T. C. issue a cease and desist order which would forbid the union and association to fix the price of crabs, negotiate such a price, coerce any buyer to force him to pay a price.

## Dr. Van Cleve Advises On Alaska Program

Dr. Richard Van Cleve, director of the University of Washington School of Fisheries, will serve as an advisor and consultant on Alaska commercial fisheries research and administrative problems, it was announced in September by Donald J. McKernan.

The appointment will not produce any change in Dr. Van Cleve's responsibilities at the university. He began his service the last week in September by attending the Alaska Science meeting in Juneau, where he reviewed the current Alaska research and administrative program with Mr. McKernan and his staff.

Dr. Van Cleve is particularly well suited to serve as a detached and critical advisor and consultant by virtue of his training and experience as a biologist and administrator. He was one of the early staff members of the Halibut Commission and later served as chief biologist of the Sockeye Commission. In the administrative field he was chief of the Bureau of Marine Fisheries, California Department of Fish and Game for a number of years and has been director of the Washington School of Fisheries since 1951.

## On Tri-State Advisors

J. C. Tarantino, Bell Smoked Fish Co., San Francisco, has been appointed a member of the advisory committee to the Assembly Interim Committee on Fish & Game.

## *Alaska Spawning Report —*

# Escapement Satisfactory

• Escapement of salmon to the spawning grounds throughout Alaska was rated generally satisfactory by those closest to the picture. Moreover, by presstime counts and surveys stood at a point where adequate appraisal could be made. It looked good.

Although the Southeast Alaska run was below expectations, spawning escapement is rated by observers as generally better than the catch would indicate.

• *LICENSING* of gear by areas apparently had measurable effect in reducing fishing intensity, particularly in those areas into which mobile gear formerly shifted. As a matter of fact, the only increases noted in fishing effort throughout the territory were the step-ups in set nets and beach seines in the Cook Inlet and Copper River areas.

On Bristol Bay there was a reduction in fishing effort in 1956 against the year before of about one-third.

The Peninsula Area registered about a 15% drop in beach seining.

Kodiak purse seines were down a quarter and beach seines better than one-third.

Drift-nets declined one-fifth on Cook Inlet, while set nets rose by 10% and beach seines by 60%, or thereabouts.

Copper River drift netting went up 14% and set netting 30%. Yakutat set nets slid off by 42%.

In Southeast Alaska purse seines declined by one-third and drift nets were off 45% as compared with 1955.

• *ESCAPEMENT* of nearly 11 million salmon to the Naknek-Kvichak system was staggering, and came out of a run of 15 million fish.

The big run to this system swamped the canneries operating and about 150,000 salmon were wasted because of inability to handle them. In addition, "limit" flags were flying from every cannery during the peak of the run and this resulted in the heavy escapement.

Experienced observers who have been studying the spawning grounds of the Bristol Bay Reds for a number of years reported that they had never seen such concentrations of fish as appeared in Lake Iliamna.

The Naknek share of the great run was comparatively small, only about 1.7 million fish being counted through the Naknek weir. The Egegik catch was about 1,000,000 Reds, with an escapement of about 1,120,000 fish. The Ugashik run of 900,000 fish yielded a catch of 400,000.

The Nushagak was the one real disappointment, and that primarily because it fell short of the FRI forecast. Full details as to the escapement here are not yet available, but the *catch* in this area was 1.4 million fish, not counting salmon transferred to Nushagak canneries from other areas.

• *PENINSULA* Red salmon fishing was quite good on the north side, with Bear River yielding well and getting an escapement estimated at 200,000. Nelson Lagoon system and Sandy Lake were also seeded satisfactorily.

Rather remarkably, the Cape Lutke purse seine fishery failed this year, despite the improved run. This was taken by observers to indicate that the migration route of the Red salmon may vary widely.

Off-shore purse seining is believed to have taken a catch of about 300,000 Red before it was stopped by a "crash" order.

Pink salmon streams in the Peninsula area were generally well seeded. The late season, opening August 20, attracted some packing.

• *SMALL FISH* characterized the Pink salmon runs to Kodiak Island area — and indeed this was true throughout much of the Territory, with Pinks running 22 to 25 to the case instead of an optimum of 16 to 20.

Undersized fish contributed to keeping down the Kodiak pack while the streams seemed to be getting a fair numerical escapement.

The Red salmon runs to the Kodiak area were the only ones in all Alaska which did not show an increase over 1955.

The Chignik Red run was particularly good, but the intense fishery on the limited number of open days of the season gives rise to some concern, due to the possible damage which could result by over-fishing *and* underfishing as well on the specific stocks coinciding with the open and closed periods.

Escapement of Reds to Cook Inlet streams in 1956 was rated the best in a number of years.

On Prince William Sound the escapement of Pinks in 1956 was rated equal to that of 1955, when there was no fishery at all. It is interesting that the early part of the Prince William run, catch and escapement together, was much better than that later in the season, although distribution of escapement by streams apparently was good.

• *SOUTHEAST ALASKA* Pink run was definitely disappointing. Better things had been expected in the first cycle year of the Farley Prescription for an ailing fishery. However, management seems to have achieved a fair escapement to most streams out of an available stock well below anticipations.

The Red run in this region generally was above normal, with good escapement.

# B.C. Pack Reaches for Bottom

• While estimates were that by the season's end the total British Columbia pack of salmon might be close to 1,000,000 cases, the early September 8 total was only 924,338 cases of all species, and it was pretty certain that it would be the smallest pack in a quarter century.

Total pack of Sockeyes then was 318,567 cases, higher than at the corresponding date in 1955, but considerably lower than in other recent years. The pack of Pinks was 352,248, less than half 1955's record performance. It was too early for a reliable calculation of the total Chum pack, but at 97,905 the season's showing then was better than a year ago, although less than half the pack for the two preceding years at that date.

# Japan Tuna Explorers Penetrate Caribbean

• Tuna waters of the world outside the Pacific Ocean itself will be tested in 14 months of exploratory fishing by a newly-built 600-ton tuna fisheries "guidance ship", the *Sagami Maru*, which sailed from Yokohama Sept. 12.

Property of the Kanagawa prefectural government, the vessel carries a crew of 46.

She will pioneer Japanese tuna fishing in the Atlantic, where commercial operations by the Japanese are now considered only a matter of time as result of the development of the practice of large fishing vessels carrying fishing "barges" to the grounds, where they remain to serve the larger vessels on successive trips.

According to the *Sagami Maru* program, which will last until November, 1957, before she returns again to Japan, she will conduct fishing operations in seven different areas, selling her catch in the markets of the region save for the product of the last station, which will be returned to Japan.

Her schedule calls for these operations:

1. She will first operate in the Indian Ocean off the northern tip of Madagascar and around the Seychelles archipelago, with delivery at the Madagascar port of Diego Suarez.

2. Operations will be conducted in the Indian Ocean in the vicinity of Mombasa and Zanzibar, and then extended to the vicinity of Eritrea, with Massaua as base. After passing through the Suez Canal—the first Japanese fishing vessel ever to do so —*Sagami Maru* will sell her catch at Genoa, a center of the Italian tuna packing industry, which already buys Yellowfin from Japan.

3. Next fishing will be off the great westerly swell of Africa, where the French are already operating successfully. Fishing will be confined roughly to the rectangle of sea between 20° and 30° West longitude and 5° and 15° North latitude. The catch may be transported to Recife, Brazil, for sale, this being the center of tuna trading in that country.

4. Western Atlantic waters just off the estuary of the Amazon will be the locale of the fourth operation, which will extend to 10° North latitude. Port will be made in Cuba.

5. Extensive fishing tests will be made in the Caribbean from the Cuban base.

6. Returning, the *Sagami Maru* will fish again off Brazil, this time as far north as 15° North latitude, carrying the catch to Genoa for sale.

7. After passing through the Suez Canal again, the vessel will conduct her final fishing operation in the Arabian Sea, carrying the catch back to Japan when she returns to her home part at Misaki in November, 1957.

• Although not directly connected with the Caribbean aspect of the *Sagami Maru* explorations, another interesting venture of Japanese fishermen into this region was initiated in September.

At the invitation of the Dominican Republic, the families of five Japanese fishermen from a village of Kagoshima Prefecture, Kyushu, migrated from Japan to Dominica on the *Africa Maru*. There were 32 persons all told, and each family took a small fishing vessel. They will live permanently in the Dominican Republic, being settled on Hispaniola's Bay of Mansanillo.

Additional Japanese fishery research off the coast of Brazil will follow shortly as an indirect result of the overthrow of the Peron government in Argentina.

The *Toko Maru*, a 1,100-ton research vessel of the Japanese government, was unable to carry out her program of fisheries biological and oceanographic research off Argentina, and it has now been possible for the government to switch the budget item to the Brazilian expedition.

Due to leave Japan Oct. 15, 1956, the *Toko Maru* is scheduled to spend nine months in explorations off the coast of Brazil.

# Japanese Beef-Up Long-Line Capacity With Auxiliaries

• Radical departure in fishing mothership operation, involving the tow of a 16-ton fishing vessel over several thousand miles of sea from Japan to the Indian Ocean was carried out successfully during intitial operations of the new 700-ton tuna longliner *Kotoshiro Maru No. 15* of the Kotoshiro Fisheries Co. of Misaki. It was this vessel which was discussed on page 13 of *PACIFIC FISHERMAN* for January, 1956.

A 16-ton fishing craft was to accompany the mothership when she left for her maiden fishing trip to the Indian Ocean. Sadakichi Amano, pioneer Misaki designer of tuna vessels, worked out the unusual means by which this was done.

A boom was attached to the bow of the fishing vessel, extending through a hole opened in the stern plates of the steel long-liner. The boom, which was considerably shorter than the wooden *Kotoshiro-Tei* in length, served to raise the fore end of the smaller craft, so that its hull rode two-thirds of its length in the water, immediately astern of the 700-tonner, but prevented from striking it by the stiff boom.

The two boats accomplished a highly successful initial trip, and at last report were on their second voyage under similar arrangement. Relieved of the necessity of provision for large power and fuel bunkerage by the towing method, the 16-ton fishing craft is said to have the long-lining capacity of a normal self-sufficient long-liner.

Later in the year Hideo Shinomiya, president of the Sumiyoshi Fisheries Company, dispatched the 350-ton long distance tuna vessel *Shoten Maru* to the Indian Ocean from Misaki towing a newly-built 19-ton fishing craft, *Sumiyoshi-Tei*. This craft is being towed in the orthodox manner, but will remain in the fishing area, being turned over to another fishing vessel when the *Shoten Maru* is fully loaded and ready to return to Japan.

In this manner five large fishing vessels will be served in rotation by one fishing craft, which will be employed constantly on the fishing grounds.

## Lem Wingard Reported Seeking FAWS Position

L. G. Wingard, former Alaska salmon canner, and before that a Bureau of Fisheries agent in Alaska, and one-time Alaska agent for the Bureau, was reported in Washington in September, seeking a position in the reorganized Bureau of Commercial Fisheries, according to an Associated Press report.

# *How to make sure the big one doesn't get away!*

Your *biggest* catch, after all, is Mrs. Cash Customer. Landing *her* is just as important as hauling in and processing the finest catch.

How does she buy? Oftentimes by brand preference. But just as often it's by *eye* when she's "fishing around" in her favorite market.

Marathon packaging can catch her roving eye . . . make her reach for your sea food . . . dig down for cash just as surely as you bring fish up from the deep.

To make sure the good fish *in* your package "look good enough to eat" *on* your package, see the Man from Marathon. He can show you how to bait your customer-catching hooks with brilliantly printed Marathon overwraps and cartons. He also has the answer to the right combination of cartons and machines that smooth and speed your production operations. Write Marathon Corporation, Dept. 639, Menasha, Wisconsin. In Canada: Marathon Packages Limited, Toronto.

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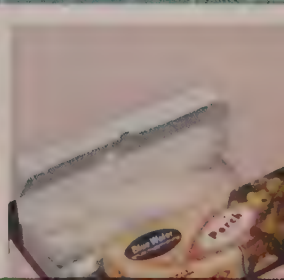


# Conscientious Application Of New Fish Laws Pledged

Secretary of the Interior Fred A. Seaton was the main speaker at the Fishermen's Fiesta, San Pedro, giving his informal talk just before the Blessing of the Fleet by His Eminence J. Francis Cardinal McIntyre and the traditional parade of decorated fishing boats.

Mr. Seaton emphasized in his talk the fact that the re-organization of the Fish and Wildlife Service will soon take place, with an assistant secretary giving fisheries new rank in the Federal government. Other phases of the new status of commercial fisheries were emphasized, including the extension of the Saltonstall-Kennedy Act of July 1, 1954; and the making of loans at 3% interest for operation, maintenance, replacement, repair, etc. of fishing gear and vessels, and for research.

Mr. Seaton said, "As your Secretary of the Interior, let me assure you that we shall make certain the purposes of the legislation are carefully observed."

*St. Aniello II* was the sweepstakes winner of the boat parade and this year's theme was "The Sea Around Us", with the motif of a "Whale of a Tale". The boat was covered with strips of black paper forming a huge whale with water spouting from the nose, bow, of the vessel. The music of a "Whale of a Tale" song was played throughout the cruise of the boat in Los Angeles harbor. Skipper is John Guglielmo.

*Gigi* took second place in the non-sponsored division, decorated to give a replica of "San Pedro lighthouse". Then came *Clermont*, Fishermen's Dream; *Russo Bros.*, Sweetheart of the Sea; *Santa Theresa*, Moby Dick; *Fortress*, Fruits of the Sea.

In the sponsored, but non-commercial decorated vessels, *Coral Sea*, Tony Barcott, Bounty of the Sea with a slogan, "From the Sea Comes the World's Richest Food Supply"; the *Courageous*, Exploring the Sea Around Us Safely; and *Western Fisher*, C.A.C. Serpent.

Two boats were entered in the commercially sponsored division: *Windward*, Chicken of the Sea Around us; and *City of San Pedro*, Neptunis Rex —the Sea God, sponsored by Harbor Boat Building Co., Terminal Island.

# Ishkov Says Soviet Ready To Join Pacific Research

● The Canadian government and the British Columbia fishing industry rolled out the red (small R) carpet last month for Alexander Ishkov, Soviet Russia's fisheries minister, and his retinue of experts. For the Russians, as well as for the Canadians, it was an illuminating experience.

The Russians were obviously trying to demonstrate that they are really a friendly and co-operative lot, with reservations. In the field of fisheries, they emphasized, there was no cause for conflict. The swarthy little man with the unruly black hair and the ready smile who bosses fisheries throughout the USSR declined to talk specifically about his country's aspirations in the Pacific, but he said that Russia was ready to cooperate in the research program that is already being carried out by the United States, Canada and Japan.

No visitor to Canada has been given a more generous opportunity to inspect every phase of the country's fisheries.

Possibly for the first time, Mr. Ishkov revealed to the Western world that Russia's salmon production has been averaging about 200,000 tons annually.

He was asked about Russia's use of electricity in fishing. The system uses lights in the water to attract the fish and then a pump and tube to draw the fish into a vessel's hold.

"It's a good system", said Mr. Ishkov. "A boat with that equipment can catch as much as 9,000 pounds of fish in 24 hours. But it is only an experiment with us so far."

Only the Atlantic coast of Canada had an opportunity of seeing the modern 283-foot trawler *Sverdlovsk*, said to be the world's largest fishing vessel, on which the Ishkov party arrived in Newfoundland. Vessels such as this Russia would like to have built for her in Canada, but there appear to be complications. Mr. Ishkov hoped before terminating his tour to place orders on this continent for fishing equipment. He was particularly interested in trolling gear and methods which the Russians said have not been used in Russia.

In addition to visiting modern processing plants such as B. C. Packers, inspecting vessels and talking with fishermen, the Russians visited the Pacific biological station at Departure Bay, the Prince Rupert Fishermen's Co-operative plant and canneries in that area; they conferred with officials of the Sockeye and North Pacific Commissions; met with fisheries officials, were entertained by the Fisheries Association, Vessel Owners Association and United Fishermen's and Allied Workers' Union, and flew to the whaling station at Coal Harbor.

Among those in the Russian party were Igor Semenov, deputy fisheries minister, designer and planner of Russia's fishing fleet; Dr. Peter Moisiev, fisheries scientist; Alexander Verevkin, deputy minister of fisheries for the Russian republic extending from Central Russia to the Pacific, a specialist in processing equipment; Dmitri Chuvahin, Russian ambassador to Canada, and half a dozen others.

## USSR Orders Machines For Fish Sticks

Soviet Russia is going into the fish stick business, and reports from Ottawa are that orders valued at close to $5,000,000 have been placed for required equipment in Eastern Canada.

Letters of intent have been sent to the John Inglis Co., Toronto manufacturers, for the purchase of 10 to 50 fish stick lines costing approximately $389,000 each, the first to be delivered to Russia within six months.

Announcement of the purchase was made by Alexander Ishkov, Soviet fisheries minister, at the conclusion of his coast-to-coast tour of Canada.

The Russian minister also intimated that he would like to order some combination wooden seiner-trawlers from British Columbia yards—if the price is right.

Igor Semenov, deputy minister of fisheries who accompanied Ishkov, spent a day at the Star (Mercer) Shipyards, Ltd., at Queensborough, near New Westminster inquiring about fishboat construction, in which he is regarded as an expert since shipyards are under his administrative wing in Russia. He was particularly interested in the 72′ vessel *Sleep Robber*, designed by William Garden, Seattle, recently completed at the Star yard. The vessel, powered by a 360-hp. Caterpillar diesel, is unusually spacious and is particularly suitable for mid-ocean seining or trawling. Captain Fred Kohse, high line fisherman, is the owner.

PACIFIC FISHERMAN'S NEWS

OCTOBER 1956

# Oregon Albacore Fishing Outgrows Its Market

● Oregon Albacore fishing out-grew its market all of a sudden just at the equinox and created a storm at the mouth of the Columbia.

Fast pick-up in tuna fishing off the Oregon Coast, with vessels putting into port with loads running up to 20 tons, and more boats coming as the halibut fleet switched to jigs, dropped the price, and at presstime had several hundred tons of fish in port and hunting for buyers.

First break came Sept. 20 when the Columbia River Packers Association, one of the two active buyers on the Columbia, announced a revision of its price from $375 to $325.

White Star Canning Co., the Van Camp subsidiary which had been the only other cannery buying on the Columbia, at that time announced that it would continue to pay $375 per ton, but only to boats which had previously been delivering to the company.

● There were presstime reports that some of the fishing vessels which could not find buyers were planning to have their fish frozen at cold storage plants in Astoria; and that White Star had agreed to purchase the frozen fish later at $350. With an estimated $25 per ton freezing and storage charge, this would net the fishermen just about what they were being offered by the C.R.P.A. for fresh fish.

One of the influences bringing about a drop in the price was the appearance in the deliveries of a lot of small fish, 12 lbs. and under; and some as small as 9 lbs. Delivery of fish under 9 lbs. is illegal in California and the Oregon buyers evidently believed that boats fishing California waters and taking these tinkers were running them up the coast to sell in Oregon. As recovery from these little fish is very low, the Astoria buyers refused to accept any under 9 lbs., while fish under 12 lbs. were priced at a discount.

Further pile-up of fish produced a general drop in price.

Among the largest trips reported reaching Astoria about presstime were: *Recovery*, 18 tons; *Pacific Queen*, 20 tons; *Bernice R.*, 15 tons; *Beticia*, 12 tons; Sea Bee, 11 tons.

## "Al Jr." Sinks at Sea

The steel troll-and-tuna boat *Al Jr.* had to be abandoned off the Oregon coast in September when she developed a serious leak. Dick Altree and Dan Jackson, both of Reedsport, Ore., escaped safely and were picked up by the Albacore vessel *Santiam*.

*Al Jr.* sank about 60 miles northwest of Yaquina Bay.

# Tuna Trade 19,000 Tons Above 1955

● Tonnage of all species of tuna and tuna-like fish for the period January 1 through September 8 was about 19,000 tons greater than for a similar 1955 period of unloadings in Southern California.

The major proportion of this tonnage came of course from the bait fleet. Although San Pedro has been considered home port for tuna purse seiners, rather than clippers, canners in that harbor unloaded about 10,000 more tons tuna from bait boats than San Diego for a similar period.

Albacore delivered to Southern California was considerably less for the 1956 season thus far than in 1955. The same was true of Bluefin through September 8.

Yellowfin continues dominant in tonnage, over 1955: 79,702 as compared to 53,563 for the first eight months of 1955.

Many tuna purse seiners were removing their tuna nets and working their sardine nets in preparation for the October opening of the southern sardine season. What the price was to be was undecided as this issue went to press—Central California delivered sardines, trucked from such ports as Santa Barbara was being sold at $47.50, plus trucking charges from port of landing.

## Albacorers Collide

The Albacore boats *Norma B.*, John Berglund, out of Oregon, and the *Tucson*, Art Davies, skipper, San Diego, collided last month off Monterey Bay.

*Hermes II*, another Albacore boat, came up and lent *Tucson* a pump which kept that vessel afloat. There was no loss of life or injury in the accident. The two boats were escorted to San Francisco by the Coast Guard Cutter *Ewing*.

## Boat Builder Dies

Victor Baldwin Stewart, co-founder of the boatyard of Fellows & Stewart, Terminal Island, died in late August at the age of 80.

His interest in the boatyard was sold in 1944 to Gilbert Van Camp, president of the Van Camp tuna and fish cannery.

He died in his Bel Air home.

Joseph "Rusty" Fellows is president of the yard, the son of the man who was originally Stewart's partner.

## Ed Eliasen Grateful

Ed J. Eliasen of 533 S. W. 2nd St., Newport, Ore., who was severely burned in a gas explosion aboard his boat *Dare* at Empire, Oregon, in July, writes PFN that he is now out of the hospital and eternally grateful to the many fishermen who generously aided him during his ordeal. He says that the kindness and help of other fishermen pulled him through and gave him encouragement and will with which to make his fight.

# "Never missed a scheduled run in 8 years"

**GM DETROIT DIESEL**
**CASE HISTORY No. 1E1a-75**

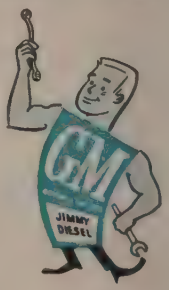
**BOAT AND OWNER:** 60-foot oyster dredge IVY owned and operated by O'Dell Blake, Bena, Virginia.

**INSTALLATION:** GM "4-71" Detroit Diesel replaced another Diesel. Swings 32" x 30" screw through 3.05:1 reduction; also operates dredging equipment from power take-off.

**PERFORMANCE:** Captain W. R. Hayes says, "For economical operation, you can't beat a GM Detroit Diesel. I've never missed making a scheduled run in 8 years of operation with that GM Detroit Diesel."

## JIMMY DIESEL'S MAINTENANCE TIPS

A GM Detroit Diesel can last a lifetime with proper care and attention. You'll get better service and be sure of trouble-free performance if you make periodic checks of air cleaners or air silencers, cooling system, crankcase and gear oil levels and filters. That's preventive maintenance. Your GM Detroit Diesel distributor can set up a maintenance program for you. And remember—Preventive Maintenance Doesn't Cost, It Pays.

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Your local GM Detroit Diesel distributor or dealer can give you full information on GM Detroit Diesel power for your boat. Call him today or write direct.

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Pacific Fisherman's NEWS

October, 1956 Volume 54 Number 11

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## B.C. Sockeye Income Takes Sharp Up-turn

British Columbia fishermen may not have had much to cheer about in their salmon returns this season, but their July earnings of $8,878,000 represented an increase of more than 75% over the same fishing period last year. Higher salmon landings with stronger unit prices are responsible.

The salmon fishermen received $7,580,000, of which the 16,750,000-pound Sockeye catch contributed $4,386,000.

Top Sockeye producing areas were Rivers Inlet and Smiths Inlet, where fishing was limited to gillnetting. The cumulative Sockeye take from these areas to the end of July was nearly 1,500,000 fish, the highest since 1953. Naas River was also a good producer of Sockeyes, with a total catch of 242,000 for the area, highest since 1952.

**Albacore Again**—That was good news on the Columbia River this fall, and here is Tom Sandoz, president of Columbia River Packers Association, left, and Ralph Furfoord of Westport, Wash., with one of the first loads to be landed from this new fishing.

# Hazards and Achievements Of Tuna Industry Cited

• "When you daily face the hazards of the sea—the vicissitudes of nature and the speculative income from harvesting an unseen crop—you have worries and problems of life that need to be released through a relief valve. People all over the world who have had the courage and stamina to engage in this business and face this kind of life have developed these releases—the pageant, the Mardi Gras, the Fiesta and prayer. Some thank God for their success, others pray for better luck next time and still others ask for the peaceful rest of those who didn't come back," Herbert C. Davis, long associated with California's fishing industry, now on the staff of the California Fish Canners Association, said when he spoke on National Tuna Week and the San Pedro Fishermen's Fiesta recently before the Ad Club of Los Angeles.

"Every maritime nation of the old world has produced a race of people who seem to connect the land and the sea—one foot on shore and one foot at sea. They are the world's fishermen, they have learned skills and developed arts and understanding of nature and the sea that are denied to most of us.

"The New World is grateful to those nationalities who elected to come to our shores, and to bring with them their knowledge and way of life. They harvest our fisheries and help build our economy."

Specifically referring to tuna, Mr. Davis said consumption in the United States has risen to 10 to 12 million cases annually, of which about 87% is packed in Southern California, with the Los Angeles area packing about two-thirds of the regional total.

"It took an enormous job of advertising and merchandising to introduce to the American appetite a brand-new product, tasting more like chicken than fish, and developing a market of the magnitude of this one—as much as $9,000,000 a year has been spent on this, and fantastic sums and effort are put into such promotions as National Tuna Week.

"We are trying to make this can of tuna the inseparable companion of the housewife, for nutrition and economy, to make it the lunch time demand of the school children and the gastronomic delight of the sophisticated gourmet."

## B.C. Best Customer Of Canada Insurance

British Columbia fishermen carry more than half the total fishing vessel insurance under Canada's Fishermen's Indemnity Fund, according to Blake A. Campbell, administrator of the fund in Vancouver, B.C.

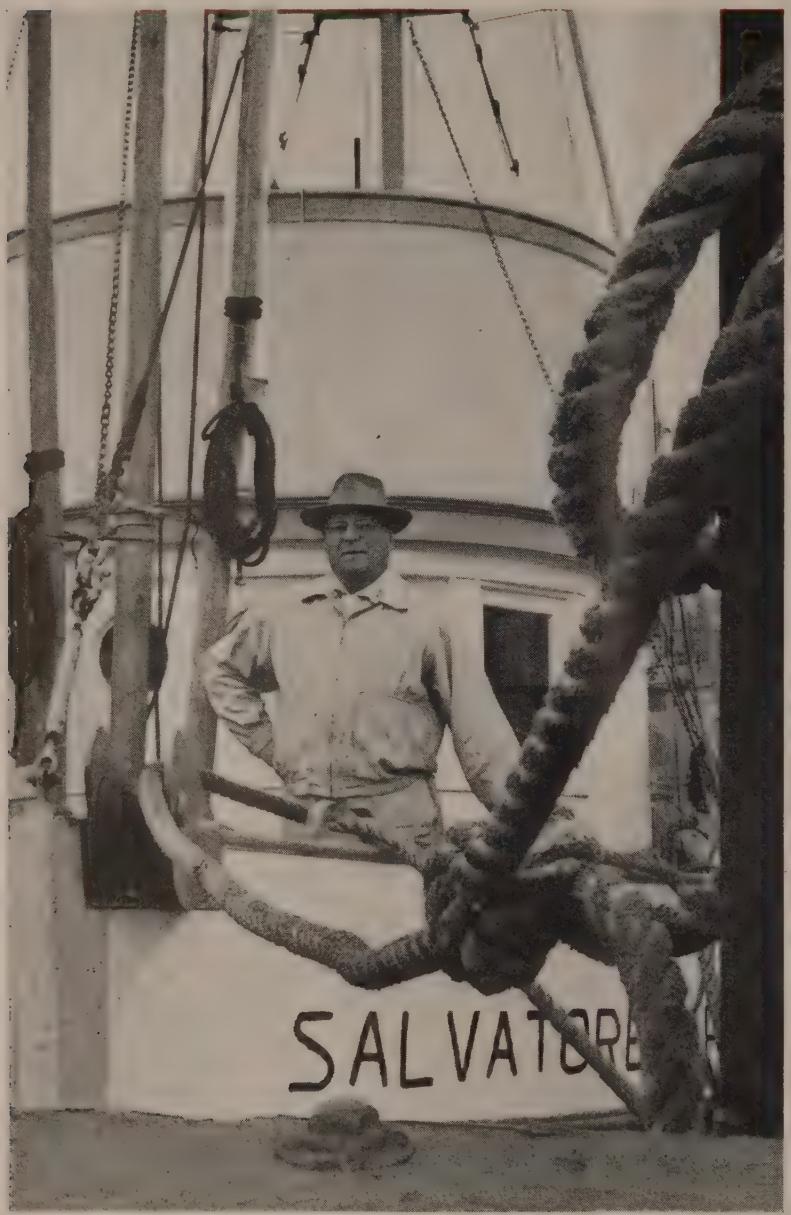
A total of 714 fishing vessels are now covered in the West coast province for an aggregate of more than $3,000,000, which exceeds the amount for all other provinces combined.

# STANDARD ENGINEER'S FIELD REPORT

PRODUCT RPM DELO OIL

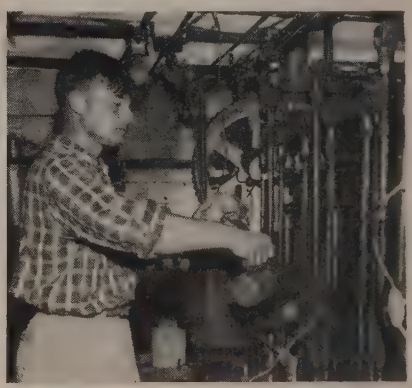
FIRM M/V SALVATORE PADRE
San Francisco, Calif.

## Original bearings still good after 15 years!



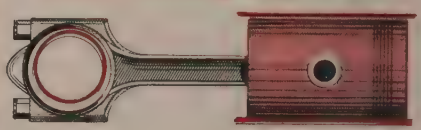

**Mr. Salvatore Piazza,** above, owner-skipper of M/V Salvatore Padre, has operated his 60-foot fishing boat for 15 years—using RPM DELO Oil exclusively. Vessel's 110-horsepower Atlas diesel still has original rod and main bearings. Engine of this vessel has been torn down twice for inspection—only parts replaced were a set of piston rings, installed in 1947. Mr. Piazza says, "This engine is still very clean and smooth running. RPM DELO Oil has kept it that way for 15 years. I wouldn't use any other."

**M/V Salvatore Padre,** operating out of San Francisco, goes as far south as Mexico fishing for salmon, albacore, sardines, crab.



**Engine Room** is supervised by Mr. Piazza's son. Latest engine inspection showed no carbon, sludge, or deposits of any kind.

### Why RPM DELO Oils reduce wear, prolong engine life



Metal-adhesion qualities keep oil on engine parts, running or idle. Anti-oxidant resists formation of lacquer. Detergent keeps parts clean. Special compounds prevent corrosion of any bearing metal. Inhibitor resists foaming.

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TRADEMARK "RPM DELO" AND DESIGN REG. U. S. PAT. OFF.

STANDARD OIL COMPANY OF CALIFORNIA

**GORMAN FOX, crab fisherman and packer of Schulze Cove, Alaska, has the veteran LARK back in service again, rebuilt and modernly equipped.**

## Aged "Lark" Is Fit For Fishing Once More

The 52' vessel *Lark,* built in 1907 in Dockton, Wash., onetime packer, troller, dragger, is now in service again after a complete rebuild and face-lifting by Gorman Fox, owner of the Fox Sea Foods Co. of Schulze Cove, Alaska.

Fox purchased the boat in 1954 from the Daub family of Anacortes to replace his 42' crab-fishing boat *Heather Too,* and the work of rebuilding was begun at the end of the crab canning season that same fall.

Done mostly under tarpaulins in wind and snow over the past two seasons, the rebuilding was no sinecure, but with the aid of Bill Kryder, longtime Alaska troller, and Clarence Moy, boat builder and fishbuyer, the old *Lark* is now in practically new condition. New timbers and beams are of oak and gumwood. The skin and decks are of 2 x 3 mahogany and bulkheads and live tank are of reinforced fir plywood. The pilot house is finished in Alaska spruce and mahogany. Lumber was secured from the General Hardwood Co. of Tacoma and tanks from the Ballard Sheet Metal Works in Seattle.

The *Lark* is powered by a 671 G. M. Diesel with Albina power takeoff to the deck machinery. A Briggs & Stratton gas engine handles the 2½" pump circulating sea water through the live tank. She is equipped with a Ross Fisherman depth finder and 50-watt Karr radio telephone.

Gorman Fox and his wife Mike are well satisfied with the completed job and the *Lark* is settling down to her new work like a veteran.

# Late Season Halibut Catch May Crowd 10,000,000 Lbs.

• Add about 9,750,000 lbs. to the 1956 halibut catch for the second season.

This was the best prediction available at presstime. It could be high; it could be low—but not by a lot either way.

*Further,* it does *not* include the *third* season in far Area 3, west of the Shumagin and through the passes into Bering sea. Maybe 250,000 more then.

• Area 2 produced approximately 7,250,000 lbs. during the second season with a large fleet fishing—actually the largest since the split-season regime was instituted.

This compared with 5,300,000 lbs. last season and 9,400,000 lbs. in 1954, when a big fleet was fishing an accumulated stock which had not been subject to fishery for many years; and when operations were conducted under the more favorable weather conditions of August.

• Fleet fishing Area 3 during the second season numbered 57 vessels, and of course they ran to the larger sizes. Deliveries from these vessels could not be checked at closing time of this issue, but at an average trip of 45,000 lbs. they would produce around 2,500,000 lbs. Trips *could* average as low as 30,000 lbs., or possibly as high as 55,000.

In 1955 the second season catch in Area 3 was 1,500,000 lbs., while in the richly productive 1954 second season it was 3,500,000 lbs.

• How much from the third season in Area 3B? Hard to say. It is believed that a half-dozen or so of the Westward boats delivered their second season catches in Central Alaska and stuck-around up there for the opening of the third season.

While they *could* fish the Shumagin and Sanak Banks, the assumption is that they are staying out with the intention of slipping through the passes and having a go at the Bering Sea banks, and notably the Polaris Spot where Capt. Arne Einmo's schooner hit the heaviest fishing ever recorded while she was on research charter for the Halibut Commission early in the season.

# "Silver Viking" to Employ Antibiotics in Cold Brine

• Recent addition to the British Columbia fishing fleet is Captain Malvin Mjos' 76' *Silver Viking,* built at the A. C. Benson shipyard, Vancouver, designed as an all-purpose seiner and packer suitable for fishing salmon, halibut, herring or tuna.

Of special interest are the brine tanks built into the vessel with a view to giving additional practical test of the scientific experiments sponsored by Dr. Hugh Tarr of the Pacific Fisheries Experimental Station in Vancouver.

Use of refrigerated sea water, with the addition of anti-biotics, will be adopted on the *Silver Viking* as a means of retaining fish in good quality without ice even though the load might not be delivered ashore for several days.

Use of refrigerated salt water in fishing vessels was tried out last year with considerable success, but the Silver King is the first craft specially designed for this operation.

Captain Mjos, born in Bergen Norway, has been on this coast for 30 years and for some time has been a high-liner with Nelson Bros. Fisheries. His daughter Margaret officiated at the launching.

A. C. "Bert" Benson designed the *Silver King.* With a 22' beam and 9.6' draft, the vessel has two Gardner diesels each of 152 h.p. geared to a single shaft. She has British-made Hindmarch gears, first to be installed on this coast; weighing 6000 pounds. Two 36 h.p. Gardner engines operate compressors for the brine tanks.

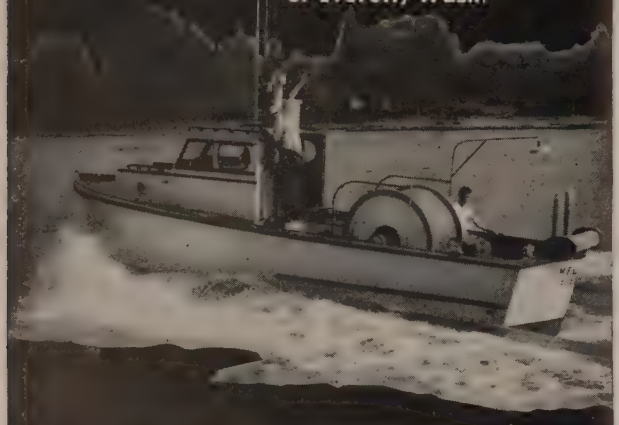
## Escapes from Wreck

A Monterey fisherman escaped from his boat last month just before it smashed into the rocks off Pt. Pinos, and sank.

Uninjured in the smashup was Genzo Yamamoto, skipper of the 25' Albacore troller. The craft was a total loss.

## "155 hp NORDBERG KNIGHT runs like a million dollars"

. . . says Joe Barcott of Everett, Wash.



Here's another vote of confidence for Nordberg Gasoline Marine Engines in hard-working fishing service:

The 31-ft. gillnetter *MELINDA*, owned and operated by Joe Barcott of Everett, Wash., is ably powered by a husky 155 hp Nordberg *KNIGHT* with a 2 to 1 reduction gear.

Designed by Edwin Monk and built by Northwest Boat Shop in Everett, *MELINDA* is used for salmon fishing in Puget Sound on an average of 60 hours per week. Here's what her owner-skipper has to say about the performance of his Nordberg *KNIGHT*:

*". . . engine runs like a million dollars—I'm well satisfied with its performance."*

Want the *best* power for *your* fishing vessel? *Then specify NORDBERG engines . . . from 60 to 155 hp.* Mail the coupon for catalog.

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## Goodell and Kostura Win Columbia River Gillnetter Races

● Gillnetter speed championships of the Columbia River went to two Chrysler-powered bow-pickers in the 1956 Astoria Regatta and Oregon Fish Festival held over the Labor Day week-end.

John L. Farley, director of the United States Fish and Wildlife Service, was admiral of the event.

In the five-boat "limited" event for 26-footers with maximum engine displacement of 275 cu. in., Eugene Goodell of Pillar Rock, Wash., took first prize in his boat powered with a 135-hp. Chrysler Crown Special, 2.56:1 reduction. The engine was bought only last spring from the Astoria branch of the White Motor Co., and Ed F. Olson, its manager, was happy to be able to award some of the prize money which the branch donated to his customers.

Actually, $250 went to each of the race winners.

"Free-for-all" winner was John Kostura of Astoria, whose unlimited gillnetter carries a 200-hp. Chrysler V-8 with 2.04:1 reduction.

Of the dozen gillnetters in this unlimited race, all but one were powered with Chryslers.

Clarence Demase of Clifton did something rather remarkable in taking third in the unlimited race with his new boat, which had been launched only the day before by the Columbia Boat Works, and which he had never had a chance to get broken-in. His engine was also a Chrysler V-8, 200-hp., but it works through a 2.5:1 reduction.

### "Achille Paladini" Lost

The San Francisco trawler *Achille Paladini,* owned and operated by A. Paladini Inc., struck a rock off Cleone Point near Fort Bragg last month, sank and was a total loss.

The crewmen, five in number, managed to clamber ashore through the surf and rocks. Skipper was Ted Breyer. *Achille Paladini* was 80′ long and was purchased by A. Paladini Inc. in 1947. She was covered by insurance. A. Paladini officials did not know whether or not she would be replaced.

**Sammy Boy,** Monterey hook and line boat, has been equipped with a Raytheon 27 watt radio telephone by Cal-Marine Radiophone Co. The San Francisco combination boat **M. D. Grazia,** Joe Russo, skipper, has been equipped with a Raytheon DE116 Fathometer, and a Model 18 Apelco radio telephone. **Kitty,** Monterey hook-and-liner, owned by Phil Frescia, has been equipped with an Apelco Model AE18A radio telephone.

**Roof-Top Flensing** deck features the new whaling station being built near Paita, Peru, by a company owned jointly by Archer-Daniels-Midland Co. of Minneapolis and Peruvian interests. The plant will specialize in sperm whales.

# ADM Enters Sperm Whale Venture With Peruvians

● Archer-Daniels-Midland Company, world's largest processor of sperm whale oil, is going a-whaling.

The land-locked midwestern concern, which is a leading manufacturer of oil for tuna canning, has joined with Peruvian interests to operate a land-based whaling station in Peru and to hunt whales in the South Pacific.

The Peruvian station, located near Paita, a center of Peruvian bonito canning, about four degrees south of the equator, already is under construction and will be in operation early next year. Three "whale-chaser ships" to supply the station with whales have been purchased in Europe by the ADM-Peruvian company.

ADM is one of the nation's largest processors of agricultural products, particularly flaxseed, soybeans, and wheat. It also is the largest U.S. processor of fish oils.

Although the Minneapolis company has been in the sperm oil business for years, the Peruvian project will be its first large-scale direct venture in the actual hunting of whales.

The major portion of ADM's sperm oil has come from the waters off the west coast of South America, principally Peru. The new enterprise will be conducted by a newly-formed Peruvian company, Cia Ballenera del Norte.

T. L. Daniels is president of the South American company, and of its American parent also. John Coburn, Minneapolis, manager of ADM's fats and oils department, is a director. James Russell, a native of Des Moines, Iowa, and formerly with ADM's grain department in Minneapolis, is ADM's representative in Peru.

Aircraft will be used to spot the whales for the whale chaser ships, which will range as far as 200 miles from shore. Each ship will be able to tow as many as ten 35-ton whales, inflated so they will float, back to the shore station.

Paita was chosen for the sperm oil station because it is one of the few natural harbors along the Peruvian coast and because whales abound nearby.

The sperm oil will be transported by lighters from the station to ships lying a mile or so off shore. These vessels, Grace line steamers especially fitted to handle whale oil, will carry it to the United States.

### Jack Riso Nets First Catch of Sardines

Jack Riso, skipper of the Monterey purse seiner *Riso Bros.,* was the first sardine fisherman to hit pay dirt in the 1956-57 northern California sardine season.

Off of Avila, Jack got 62 tons, one set of 17 tons, and another of 45 tons. All of the fish were trucked to California Packing Corporation plant at Monterey for processing. It was reported that they were of good canning size.

The ex-vessel price at Monterey is $47.50 per ton, less trucking charges from the port of landing, the same as paid during the 1955 season.

**Pioneer** of sea water chilling in the Pacific trawl fleet, the dragger **Marie H.** slides up to the dock at Astoria, Ore., with a trip of bottomfish delivered in jig time with less work, and as firm and sound as when they came out of the sea.

# Chilled Sea Water Well Saves Time, Fish, Money

• Sea water chilling in a built-in overlaid plywood well saves work, saves fish and keeps quality at the peak for Paul Autio of Astoria, Ore., who developed the system aboard his dragger *Marie H.*

Adequate icing of trawl fish has always been a problem for the Pacific fleet, and the *Marie H.* among the rest. Then Mr. Autio, who has been something of an inventor for years, went to work to apply to trawl fish some of the success which has been registered in handling troll salmon and halibut in low temperature seawater aboard the fishing boat.

He used overlaid plywood and finds that it works well. The seawater is kept at 30° by a small compressor.

After a good many trips this summer, Capt. Autio declared to *PF*: "The chilled sea water well is the most successful thing I've ever hit on."

The overlaid plywood is a relatively new type of fir plywood which has a smooth resin fiber surface especially designed to provide a "tooth" for the paint cover.

Autio's plywood well is proving so successful that he is planning to fabricate the units and sell them to fishermen as a package unit complete with compressor and coils. "It really keeps the fish in nice condition," he says. Even fish that have been kept in the brine for two weeks have a much lower bacteria count than ice-packed fish; and labor time is cut considerably by the fact that there is no ice to handle.

The fish well measures 12 x 10', and holds 25,000 lbs. of fish. It has a double wall construction with a thick cork insulation layer between the walls. The outside wall of overlaid fir plywood is ⅜" thick, and the inside layer is ¾" thick. Capt. Autio has given the smooth overlaid fir plywood surface two coats of a non-toxic asphalt base paint.

The joints of the well are coated with a layer of rubber compound to insure water-tightness. As with conventional exterior fir plywood, the overlaid plywood used for the well has a completely waterproof glueline.

Capt. Autio figures that while a standard refrigerated fish well would cost around $12,000, the plywood well with the condenser can be built for about a fourth of this amount. Another plus feature of the unit is that since it is of wooden construction, there is no problem of electrolysis caused by dissimilar metals.

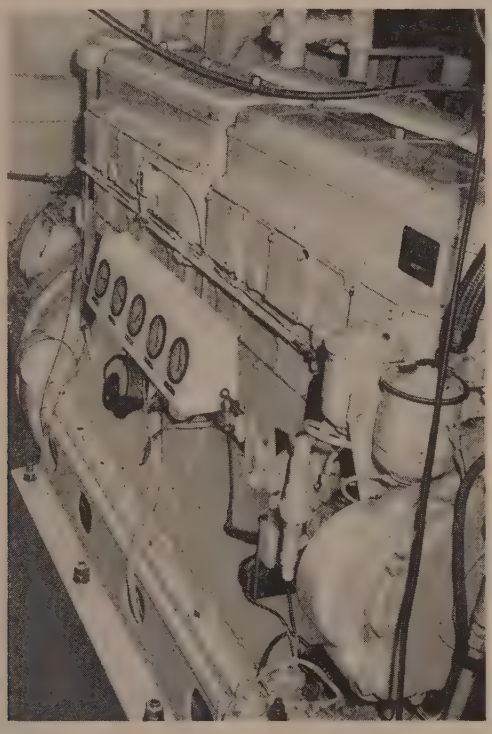
Autio has sold two of the units to Astoria canneries for fish storage tanks, and he also has several mink ranchers interested in them.

**Brailing** mixed Dover and English sole from the chilled sea water well aboard the dragger **Marie H.** Sorted fish are slipped into the cold sea water and then are discharged without hand work.

# "My 260 H.P. Enterprise Engine is double its dollar value to me!"

Says NICK VOJKOVICH, owner and captain of the 58 foot seiner "Sierra Madre."

**Nick Vojkovich insists on perfection** in every piece of equipment aboard his boat. Enterprise power is his first choice—for his next boat, too, now being planned.



**Showpiece of the salmon fleet, the "Sierra Madre"** is the fastest boat in its class ever launched. Exceptionally maneuverable, her Enterprise takes her from full-ahead into reverse within two boat lengths!

**Seiner's compact Enterprise Engine** is a six cylinder 8"x10" model, rated 260 HP at 800 RPM, and equipped with hydraulic reverse and reduction gears, 2 to 1.

Nick Vojkovich is a hard-driving, successful salmon fisherman, operating mainly in Alaska's Bristol Bay area. He designed his boat and selected virtually every item that went into its construction. In the past three years he's skippered the "Sierra Madre" and knows from actual day-in, day-out experience just how good his choices were.

Take the engine. Nick says: "I wanted to go first class and get the very best power plant. I got an Enterprise. Dollar for dollar it's double your value. Its horsepower is right—not overrated; you know you're getting 260 HP when you buy 260 HP. I'd put in an Enterprise again. In fact, I'm designing a new boat now, and will power it with either a 260 or 400 HP Enterprise."

Information on all Enterprise models, 73 to 7703 HP is available on request. Just write for free copies, giving the general specifications of your job, or call in your nearest Enterprise marine sales engineer. There's no obligation.

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*The "Sierra Madre" was built by Prothero Boat Co., Seattle*

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# SAN PEDRO SEINE SETS

• *GEORGE FUKUZAKI,* and his crew of the *Stella Maris* cannot receive the Carnegie medal for heroism in the rescue of the survivors of the *Western Explorer* at Socorro Island because the stipulation for award of the medal states that an act of heroism must take place in United States, Canadian or Newfoundland waters. . . . *Little Flower,* purse seiner, was in trouble off San Clemente Island in mid-June and a Coast Guard cutter came to her rescue. . . . John C. Wood, 81, retired employee of what was the Sun Harbor Packing Co., died at his home. . . . Madeline Dragich, sponsored by the Fishermen's Cooperative Association of San Pedro, was a candidate for queen of the annual San Pedro Community Fair in August. She is the daughter of Raymond Dragich, purse seine fishing boat owner, and a niece of Matt Dragich, who is assistant manager of the Fishermen's Cooperative Association. . . . Katie, ex Borovina, now Mrs. German, and secretary for the Cooperative, reports her two-month-old son is doing very well. . . . Dorothy Evanisevich, long a member of the Cooperative staff, was vacationing in San Francisco and Lake Tahoe, etc., in mid-July. . . . Dr. Lassen, working with Van Camp Sea Food Co. and the Phillip R. Park Co. of San Pedro, has returned from a trip to Europe where he attended an International Fisheries Conference at Copenhagen. . . .

MARY E. NUGENT, who has handled publicity for the San Pedro Fishermen's Fiesta, was recently married to Jacques Heron Codjeaux. . . . The tuna booth at the Mary Star of the Sea Fiesta was operated by Lena Blagich and Jackie Mardesich. . . . Mrs. Nick Zar and Mrs. Nick Mosich, Jr., were co-chairmen of the junior group sponsoring the Fiesta, with Mrs. Jarry Harris representing the senior society. . . . Mr. and Mrs. Frank Barcott, Sr., whose son Tony has been president of San Pedro's Fishermen's Cooperative Association, recently celebrated their golden wedding anniversary in Everett, Washington. . . . Mr. Barcott has been a pioneer in commercial fishing and came from Dalmatia in 1907. In addition to his fisherman son, Tony, who owns the *Coral Sea* of San Pedro, there is Frank of Everett, who is also a fishing boat owner, and there are six other children. . . . Bob Lambie of the Lambie Propeller Co. won the Toastmaster Club's award for the best prepared speech, titled "Hot Air". . . . John Morris, who has served for a considerable length of time as legal counsel for Star-Kist Foods, recently underwent surgery for the fifth time, and as this issue of *PACIFIC FISHERMAN* went to press, was reported to be recuperating. . . . John Dudich of the *City of Los Angeles,* struck by a tackle block aboard the seiner, suffered a fractured skull and was taken from the boat by Coast Guard plane to the San Diego Naval Hospital. . . . The name of the *St. Aniello* has been changed to Tommy Boy, and is under the skippership of Tom Trama. . . . the boat was built in Southern California and is a member of the Fishermen's Cooperative Association. . . . Herbert C. Davis of the California Fish Canners and Mason Case of the Cooperative have been named to the board of directors of the San Pedro Chamber of Commerce.

IT IS HARD to think of Chris Caspar without his *Jackie Sue,* which was lost in Peruvian waters. . . . George Vlahov is reported fishing anchovies out of Coishco, Peru, with the *Harmony* . . . also in Peru for Star-Kist are Louie LaMont and Lee Links, Vince Marish and Dutch Yates. . . . John Stanovich of the *Golden West* recently suffered a slipped disc while fishing below the border. . . . The *Marauder* and the *Pioneer* have been living up to their past records for good and fast fishing. . . . Mason Case is chairman of the committee to select the theme for the 1956 Fishermen's Fiesta. . . . Adolph Larson, who has a hobby, by the way of collecting rocks from the desert on trailer trips, recently installed a Scripps engine in the *Midnight Sun's* power skiff, completed an Atlas paint job on the *Liberator,* drydocked the *American Boy* and the *Santa Lucia II.* . . . The Sun Harbor plant at Terminal Island is now completely torn-down, with the exception of the office which serves Blue Sea tuna and Purr cat food which are packed in San Diego by Westgate.

## Taormina Enters Supply Field for Fishermen

Frank Taormina has taken over the fishermen's supply and equipment division of Dan Bohne & Son, 350 Jefferson St., San Francisco.

Frank will greatly augment the stock of the store, including netting, American brand rope, paint and other marine lines, as well as handling Sawyer's waterproof clothing.

During the Alaska salmon season Frank will resume his job as fish boss for the Alaska Packers Association cannery at Nahnek.

**Anton Misetich,** newly elected president of the Fishermen's Cooperative Association, San Pedro

## Anton Misetich Skippers Purse Seiners' Cooperative

Anton Misetich, one of the most successful tuna purse seine fishermen, working with his brothers as part owner of the *Anthony M,* has been elected president of the Fishermen's Cooperative Association, San Pedro.

Other new officers are Nick Felando, last year's president, now vice president; Tony Barcott, secretary; and Luke Alafetich, treasurer.

New directors took office early in the year: Tony Pisano, William Horner, Andy Kuljis, Frank Iacono, Nick Marinkovich, Paul Biazevich, John Evich, John Resich, John Mardesich and Roy Katnich.

## 'Explorer', Ex-'Scarlet Queen' Founders Off Mexico

What has been considered the world's largest tuna clipper, the 165' former *Scarlet Queen,* later named the *Explorer,* is no more. She sank in the Gulf of Tehuantepac off the south coast of Mexico.

The crew of 15 and the vessel's part owner, Alvara Virissimo, got safely to shore and were flown home, it is reported, from Salina Cruz.

The vessel was converted from a Navy tug by Tacoma Boat Building Company, and had only recently completed a very successful trip, tonnage-wise, for tuna. She was commissioned as a tuna bait boat in 1948 and then there followed a series of mishaps, alternating with record catches, one in 1949, when the vessel was skippered by Charles Kaufmann. The boat was bought by Arne Strom, one of three owners, in 1954.

Her skipper at the time of the sinking was Theodore Sorensen.

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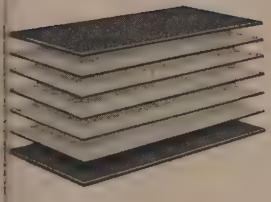

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# SCOPE and SOUNDER

**Monthly digest of present-day pioneering methods and equipment in world fisheries.**

**By PETRALE**

# Albacore--
## What About Next Year?

● What about Albacore next year?

You heard that question asked—and answers hazarded—almost more than you heard the present season discussed around the Columbia River fish hoists this fall.

And it wasn't only on the Columbia River; it was down the coast also, to Newport and beyond; but not so much northward.

● Why talk about next year, when this year's here now?

Because this year, while satisfactory, was something less than sensational so far as Albacore was concerned. It brought the first tuna fishing in a long time to the North Pacific coast, but the run was not too large, and did not extend northward as far as Albacore once were found in abundance.

Is it the forerunner of a full-scale return?

Will next year see fish in greater abundance, and the year after better yet—as it was in the early Forties as fishing built up to the great run of 1944?

No one had the actual answers, but hundreds of fishermen had hopes and could read come-back in the signs they saw at sea.

● The fishing which flared-up along the Oregon coast about the middle of August was well sustained until the equinox, with a moderate fleet fishing and virtually all landings going to Astoria, either directly or by truck.

Daily deliveries several times exceeded 100 tons, with boats delivering from three to seven tons each per trip, some more.

Calm weather with water at 63 degrees contributed to favorable fishing, which at presstime was reported as generally encountered about 65 miles offshore.

● Appearance of the run of Albacore off the Oregon Coast this season yields much of interest to biologists as well as fishermen. It occurred in coincidence with renewal of Albacore scouting by the exploratory vessel *John N. Cobb*, whose studies sought to pin-down the physical, chemical and biological factors influencing distribution of the species.

Interviews with fishermen and biologists all up and down the coast show a remarkable variety of opinion as to the occurrence and behavior of the Albacore runs. In some years the fish school close to shore, and in others they are widely scattered and hold well off shore. Sometimes they don't show at all.

In any case, the Oregon Albacore run this year was the first of any consequence since 1950. First fish were reported by the *John N. Cobb* and the *Brown Bear*, both far to sea, about the end of July.

These vessels fish surface gillnets and trolls. The *Cobb* completed 27 night sets up to 800 miles from shore. The standard set was 900 fathoms of nylon gillnet with mesh ranging from 3¼ to 8½". Albacore catches totalled 63 fish, 38 on trolls and 25 in gillnets. The catches were scattering, indicating no concentration of fish.

Significantly, POFI vessels made near-commercial catches of Albacore with gillnets fished northwest of Hawaii, the take in nets far outstripping that on trolls.

● Albacore fishing firmed-up off the Oregon coast during the second week in September and some very substantial catches were made, the best of them about 110 miles W.S.W. of the Columbia River lightship.

A catch of 722 Albacore in one day of fishing was attributed to the Seattle vessel *Brisk*. The *Sogn* was reported using a bait tank, but in general it is believed the fish were not responding well to bait.

## "Thoreen's" Fishing Gives Rise to Fog of Rumors

● The role being played by the *Thoreen* and other big gillnetters offshore is being watched closely by salmon fishermen from Astoria to Alaska. Trollers, seiners and small gillnetters all listen to tales of Thor Botten's pioneer gillnetting far from shore with the utmost interest.

The actual catch made by this vessel to date has been masked by a myriad of rumors and overlapping stories, which range all the way from skunk to Bonanza for this drum gillnetter.

Actually, the catch has not been sensational, but it has paid good shares to the crew. The best information along the waterfront indicated that the vessel took close to 50,000 lbs., mostly Silvers from her first four trips.

During the September dark of the moon there was considerable "fire" in the water and production of the off-shore gillnets slacked-off.

Among the other vessels which have joined the *Thoreen* have been some fishing up to 1,200 fathoms of gear.

The operations have not been a picnic and scrapfish and trouble in handling the gear has plagued some boats. However, future of high sea gillnetting seems to involve considerations of competition, administration and conservation more than it does gear operation.

## "Commando" Finds Small Halibut Rather Scarce

The Washington School of Fisheries' vessel *Commando* returned in September from a six weeks research charter for the International Pacific Halibut Commission, in the course of which she sought nursery grounds for small halibut in the waters of Hecate Strait and Southeast Alaska.

Small halibut were reported scarce this summer throughout the region of the research.

Among the large boats in the active Albacore fleet off Oregon were *Otter, Kiska, New Hope, Midway* and a number of others which switched rapidly to tuna as fast as they finished their halibut trips.

## "John N. Cobb" to Trawl S.E. Alaska Waters

Comprehensive trawl testing is scheduled for the Fish and Wildlife Service exploratory fishing vessel *John N. Cobb* off Southeastern Alaska for bottom fish during October and November.

The bottom trawling exploration will be concentrated on the continental shelf and slope from Dixon Entrance

northward to the southern end of Baranoff Island. Commercial-size otter trawls will be used, and extensive echo-sounding will be carried out to determine the extent of suitable bottom. It is planned that trawling will be conducted out to depths of 200 fathoms or more to determine species and quantities of marketable trawl fish present in these waters at this time of year.

Commercial fishermen have requested exploration of these grounds since it has become necessary for them to go farther from port in recent years in order to bring in good catches. It is thought that species such as Pacific Ocean perch, code and "sole" may be present off Southeastern Alaska in quantities sufficient to support profitable fishing. Navigation charts indicate that a considerable part of the bottom is rocky, but certain places appear to be satisfactory for trawling on sand and mud bottom.

The *Cobb* will also carry shrimp beam trawls, and a limited amount of exploration for shrimp in promising inshore areas is planned, primarily during periods of bad weather when offshore trawling will not be practical.

## Canadian Sea Lions Under Research Scrutiny

British Columbia fisheries experts can't make up their minds as to whether sea lions should be reduced to a controlled maximum or allowed to live and breed as they please. Years of study and research may be necessary before establishing a policy.

Meantime, the department is trying to find out about the life history and habits of sea lions on the West coast. Gordon Pike and Brian Maxwell of the Pacific Fisheries Research Station at Departure Bay recently completed the first of a series of trips to the known sea lion rookeries on Scott Islands, Cape St. James, the Sea Otter group and Solander Islands, the breeding season being June, July and August.

Most fishermen seem agreed that the sea lions have no value commercially and that they are responsible for some destruction of salmon, halibut and other fish. Every once in a while they become tangled in fishing gear, causing extensive damage.

## Juan de Fuca Bottom Makes Trawling Difficult

● The U. S. Fish and Wildlife Service exploratory fishing vessel *John N. Cobb* found rough going during the first two weeks of its trawl survey of the Strait of Juan de Fuca. According to Donald E. Powell, chief of the exploratory fishing section, 35 tows were made in the western end of the Strait from Neah Bay to Crescent Bay. Most of these tows encountered some sort of trouble—either tearing or badly damaging the net. Drags were made at depths from 50 to 130 fathoms and only a few areas were found suitable for trawl operations. Catches of food fish were not good, although several tows caught fair signs of lingcod and true cod. Ratfish and dogfish made up the bulk of the catches, scrap fish evidently dominating the grounds. Small amounts of ocean perch, dover sole, English sole and petrale sole were also caught. During the cruise investigators examining the feed of various fish noted large amounts of shrimp were being eaten by the bottom fish. A number of shrimp tows were made with a small beam trawl, but no concentrations were located. Small amounts of pink shrimp, side-stripe, and spot shrimp were caught in most areas.

## Do Albacore Make Transpacific Round Trip?

Recent recovery off California of an Albacore tagged by the Fish & Game Department on almost the same spot 11½ months before seems to indicate likelihood that these fish make a round trip across the Pacific during the time they are absent from our shores. Previously two California-tagged Albacore had been recovered off Japan, and two in mid-Pacific: one of them, tagged six months earlier at the same time and place as the one recently recovered.

## Troll Salmon Prices Hit Peak in B.C.

Highest prices in history were paid late in August for troll caught salmon on the west coast of Vancouver Island, some fishermen being paid 45c a pound for large Red Springs and 30c a pound for the smaller Cohoes. Fishermen who delivered their troll-caught salmon direct to Vancouver or Victoria received even higher prices, some large Springs bringing as much as 51c a pound.

Veteran fish buyers on the west coast reported the situation as "unprecedented and phenomenal". The prices meant that some fishermen were receiving $5 each for Cohoes and $15 for Red Springs, even though the number changing hands at such a level was limited.

Even White Springs, which usually are not in such high public favor because of the color, were bringing premium prices when troll-caught. Buyers were paying 35c a pound for them, and even river-caught White Springs were bringing 30c.

## Paladini Plant Burns

A fire of unknown origin destroyed the receiving plant of A. Paladini, Inc. at Pittsburg, Calif., last month. Damage was estimated at $50,000, which was covered by insurance.

Lionel Shatz, secretary-treasurer of the company, said that he did not know whether or not the plant would be replaced. At the present time A. Paladini, Inc., is leasing the plant at Pittsburg of Western California Fish Co. Frank Cardinalli is Pittsburg manager for A. Paladini, Inc.

# Nylon Longline Effective On Gulf of Mexico Tuna

● Nylon longline tuna fishing gear developed by the U. S. Fish and Wildlife Service exploratory section at Pascagoula, Miss., is proving exceptionally effective in test operations being conducted by the vessel *Oregon,* according to direct reports to *Pacific Fisherman.*

Fish losses, which have been the bane of experimenters seeking to improve longline gear, are reported nil. The gear is said to handle well and to be ready for commercial application.

(Details of the material used and its rigging had not been made public at presstime.)

Substantial numbers of Yellowfin tuna have been taken in the Gulf of Mexico on this gear and the fish are said to be of superior quality to any which have been taken on longlines in the eastern Pacific.

A recent trip of the *Oregon* encountered frequent schools of Skipjack and Blackfin tuna, which were almost constantly around the vessel.

Lynn McKee, technologist stationed at the FAWS laboratory in Seattle, has been at Pascagoula making an experimental pack of the Gulf tuna and studying problems of off-color and green fish.

An early experimental pack of 2,000 cases was put up; and two Mississippi canneries are expected to be ready for operation on tuna before the end of the year.

steel tuna clipper, West-
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beam and 14'6" depth.

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The *Westport* is the newest tuna clipper out of the San Diego yards of National Steel and Shipbuilding Corp. Like her sister ships, *Concho* and *Independence*, she is equipped with two 125KW Murphy Diesel Generator Sets. She joins the growing list of fishing craft and work boats that profit from Murphy Diesel economy, dependability and long life.

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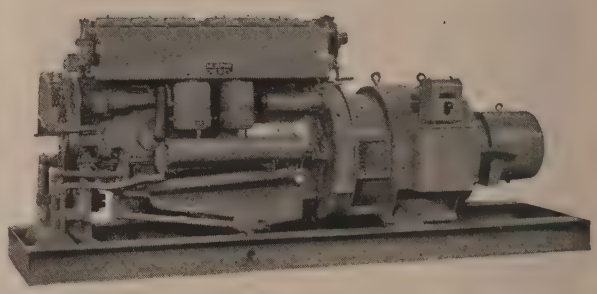

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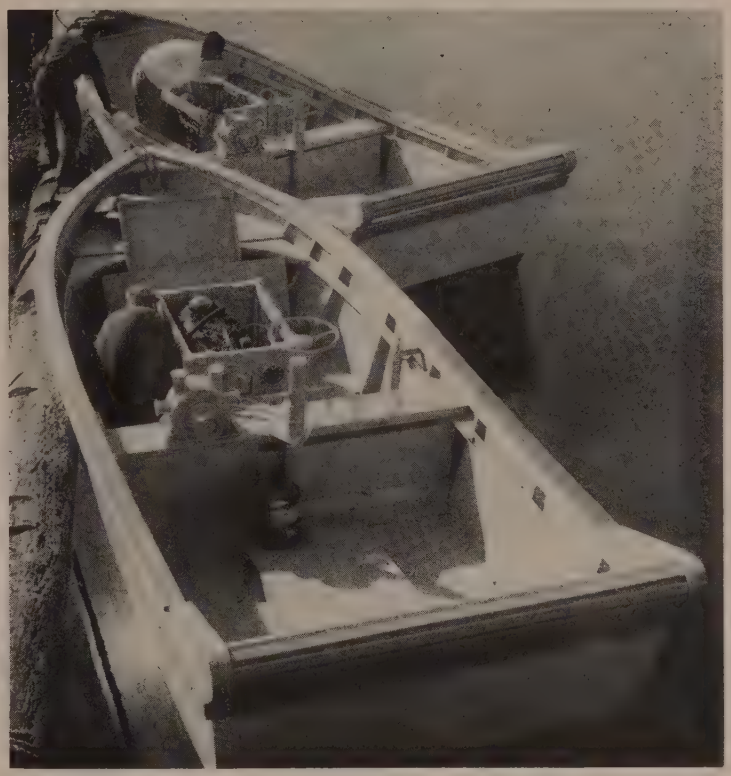
# How Plywood Saves Time, Weight, Adds Skiff Life and Efficiency

● Time saving of one-third in the construction of seine skiffs as result of using marine Douglas fir plywood is reported by Mike Kazulin, Tacoma boatbuilder, who has operated the Kazulin and Cole Shipbuilding Corporation there for 10 years.

"Last year," he says, "I built a seine skiff out of fir plywood, just as kind of an experiment for a customer who wanted a plywood skiff. The man liked it fine, and when other fishermen saw it, I immediately got orders for eight more."

Mr. Kazulin uses long scarf-jointed panels for all his skiffs, which range in size from 16 to 26′ long. Scarfed panels are conventional exterior (waterproof) fir plywood panels that have had their edges beveled into a long taper and then glued together in a hot press at the plywood mill. The scarfed joint thus becomes as strong or stronger than the rest of the long, sturdy panel that provides a one-piece plank for the whole side of a skiff, completely eliminating any need for old-fashioned butt blocks.

Mr. Kazulin builds about 50 skiffs yearly. He figures that while the plywood panels cost slightly more than conventional lumber, this is more than compensated by the fact that the plywood skiffs are lighter, (a definite consideration for the purse seiner crew) will last longer, (experience with other plywood boats has shown this) and can be built one-third faster



**Winch-Equipped** Kazulin plywood seine skiffs are pictured above. Note how they can be used as independent jitney fishing units, as well as to serve a large purse seiner.

**Long-Scarfed** plywood panel is applied to the entire side of a skiff. Note that it is being glue-fastened over an inner plywood lamination.

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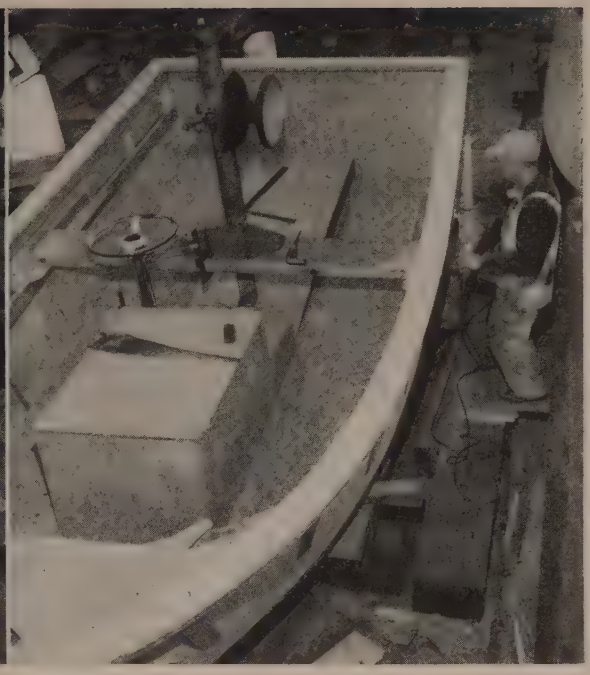
ARNE STROM, *Owner*

**All-plywood hull** receives its gasoline engine with Twin-Disc front end take-off. Note details of plywood construction and interesting construction of shaft tunnel.



**Powered sheave** installed on a vertical stanchion is provided to assist in recovering the lead of the net, making the usual stern roller unnecessary of this Kazulin skiff.

than skiffs with lumber planking.

Plywood in thicknesses of ⅛, ½, and ⅝" is used by Mr. Kazulin for construction of his skiffs. Most of the skiffs have two layers of ⅜" fir plywood for side and bottom planking, although some are built with a single thickness of ½". When two thicknesses are used, the panels are glued together with a waterproof resorcinol glue.

For flooring, engine boxes, and bulkheads, Kazulin uses ⅝" fir plywood. The keels for his skiffs are laminated of fir, glued up in his shop.

When two layers of plywood are used for side and bottom planking, the first thickness is nailed to the framing with 4-d galvanized nails. The second layer is then glued and screwed to the first planking.

Kazulin's skiffs are of "tunnel" construction, which assists in protecting the wheel when the skiff is pulled aboard the seiner.

Plywood is also used in the Kazulin skiffs for transoms, floorboards, decks, bulkheads, gussetts, and seats.

The Kazulin plywood skiffs are powered to the buyer's preference, usually with Chrysler, Nordberg or Gray motors in the 90 to 150-hp. class.

Several of the larger skiffs are equipped with small purse winches, as they may be used for jitney seining in shallow water.

Others have a vertical stanchion installed to support a powered rubber-covered sheave used for recovering the lead of the net after the seine has been closed and pursing begun.

The Kazulin-Cole shipyard employs about 20 men, and their boats have been sold to fishermen from Alaska to California.

Mr. Kazulin is starting to use "overlaid" fir plywood for some of his skiffs. Overlaid is rapidly catching on in the boat building trade. It is a conventional fir plywood panel with a smooth, hard resin fiber surface that is applied at the plywood mill. It is made in both a medium and a high density, and both give an excellent paint surface. The overlaid surface prevents any plywood checking.

## Famous Old "Valencia" Lost Off Cape Decision

Purse seine fleet of the North Pacific lost one of its truly notable vessels about the middle of September when *Valencia*, the vessel with which Capt. Marco "Mike" Legaz made purse seine history, struck a reef off Cape Decision, Alaska, in a heavy fog.

In command of the craft was Capt. "Mike" Legaz, Jr., who had been her master since his father's retirement a number of years ago. All five men aboard got off safely, but the gallant old *Valencia* was rated a complete loss in an exposed and dangerous location.

This was the end of the vessel in the seas of Southeast Alaska, where she had earned so many shares, had been high-boat so often, had built-up her reputation as a smart craft, fished by smart men.

It was aboard the *Valencia* that Capt. Legaz perfected a number of his contributions to seining, among them one which bears his name, the "legaz" pole, used to keep a heavily laden seine open for brailing.

*Valencia* is gone now, and it seems particularly fitting that the reefs off Cape Decision should have been her tomb.

**Joe Cardinalli,** skipper of a San Francisco hook-and-line boat, has repowered it with a Chrysler Crown engine purchased from Boicelli & Boss, Fishermen's Wharf. It is equipped with a 2½-1 reverse and reduction gear.

## Canadian Fish Union Plans New Building

New headquarters building costing about $232,000 for the United Fishermen and Allied Workers Union in Vancouver, B. C., are under consideration on a site yet to be purchased.

Present headquarters on Cordova Street which have been occupied for many years are thought inadequate.

A two-story building north of Hastings street and east of Clarke Drive overlooking the harbor has been suggested, and it is hoped that related organizations will share the building when it is completed. Plans for financing will go before the union at its next annual convention.

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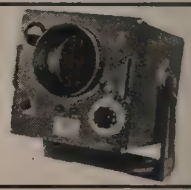

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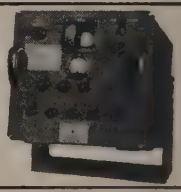
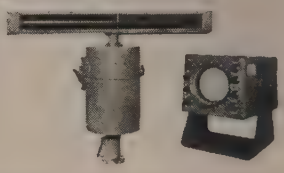


**EDO RADAR** For long and short-range navigation in any weather. CRT display gives clear picture on 1, 2, 5, 10 and 20-mile range. Patented slotted waveguide antenna, mounted on transmitter, assures superior definition. Ideal where space and generator capacity are limited.



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# Japanese Trawl Bering Sea on Gigantic Scale

● Target of 18,000 tons of bottom fish, to be taken by 13 big trawlers served by two motherships, is set for the Japanese operations this fall in eastern Bering Sea.

If the Japanese attain this quota, and they evidently expect to, they will be taking more fish out of the shallow half of Bering Sea west of Alaska than all of the trawlers of the United States and Canada take from Pacific waters annually.

License was issued before September for a fleet of 13 trawlers of which the 1,000-ton *Asama Maru* is the largest. She is owned by Nippon Suisan K.K., which is also authorized to fish six trawlers of the 300-ton class.

Taiyo Gyogyo K.K. is licensed to fish six trawlers, two 500-tonners and four of 300 tons each.

The combined fleet will be served by two of the salmon motherships, to which catches will be delivered for filleting or freezing round. The motherships will have to be back in Japan by late in the autumn for overhaul, and they are scheduled to go to the Antarctic later in the winter as auxiliaries in the whaling operations.

It is to be expected that there will be some contact between the Japanese trawl vessels and American and possibly Canadian halibut fishermen in the southeasterly part of Bering Sea this fall, as these are the waters in which a special late season is opened to halibut fishing this fall by order of the International Pacific Halibut Commission.

While the Japanese may trawl on the same banks fished for halibut with the American and Canadian longliners, the Japanese fleet abstains from halibut fishing under the terms of the North Pacific treaty.

## SAN DIEGO BITE-SIZE ITEMS

● SHEPHERD MARINE, San Diego, recently supplied a "Cat" 318 to Marcelo Pino for powering of a shrimp trawler out of Puerto Penasco. . . . and a 150-hp. "Cat", D-342, was recently shipped to Armadores Unidos of Guaymas, for powering a shrimp boat. . . Wonder what happened to the *Gulf Star,* which piled-up on the South American coast? Reports are that she was salvaged by the Peruvian government and is now operating from French West Africa. . . Shipped by Shepherd Marine to this salvaged bait boat was a D4600 "Cat" generator set and an RCA Golden Sentry radiotelephone. . .

● SVERRE JANGAARD is reported to take out soon the *Cape Falcon* . . . the clipper was recently drydocked at Fellows & Stewart for application of fiberglass bonded with epoxy to the intermediate shaft. . . *Anomar,* formerly of Santa Barbara, has been re-powered in San Diego with a "Cat" engine. . . Star & Crescent tugs recently brought to port, after the Albacore boats got into trouble in San Diego bay, the *Quiz Kid* and the *Barbara*. . . John Soponavich was the only one aboard the latter boat. . . The yard in charge of the repair work of the *Princess Pat,* San Diego, was cleared by court action of any negligence in the welding work on the steel boat's hull. . . The boat sank in 1952. . . Ralph Schramm lost his life aboard the *Houston,* while the craft was fishing about 160 miles south of San Diego . . . apparently he fell overboard. . . The boat is owned by A. L. Barrett of San Diego. . . . Another tragedy of the fishing sea occurred when one of two fishermen aboard the *Dalart* died after four days of clinging to the rigging of their wrecked boat in the area of San Quentin, Baja California . . . the dead man was James W. Hager . . . the surviving crewman was William J. Roger.

● NICOLO CORDILEONE again is president of the San Diego Commercial Fishing Boat Owners organization, with offices on Harbor Drive near Point Loma. . . Sam Frey of the *Suzy* is vice president; John Eddy, *Little Bill,* is secretary treasurer. . . Nick was about to begin his third trip for tuna in August. He fishes tuna year-round, with his bait boat.

### Hans Hansen Dies

Hans A. Hansen, a former president of Local 3 of the I.L.W.U., died at Seattle late in May.

* * *

**Dominic Galuppo,** 58, San Francisco, former owner of the hook-and-line boat **Big Thomas,** died recently.


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**FRANK SIMON ASSOCIATES OFFERS FOR SALE:** Commercial Fishing and Work Boats of all types and sizes, ranging from $2,000 to $200,000. Write Berth 205A, P.O. Box 834, Wilmington, Calif., or call TE 5-3101.

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**FOR SALE:** "Peter E", limit Alaska seiner, completely equipped. Radio, direction finder, automatic pilot, hydraulic power block, 150 hp Lorimer, 54 feet, 8 inches in length, 17 feet, 6 inches beam. Priced to sell. Joe Evich, 1008 14th Street, Bellingham, Washington. Phone 2386R.

**FOR SALE:** 48' steel commercial fishing boat, Monk design, 13' 10" beam, 5½' draft, adaptable for party boat, tug or any type fishing, carries 2200 gal. diesel fuel, completely equipped. C. M. Negstad, 943 Solano Ave., Albany, Calif.

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**Serfino Ramoni** is in charge of the new Meredith Fish Co. receiving station at Benicia, Calif. The Bodega Bay plant is also being used as a receiving station by the company.

* * *

**Tarantino Jr.**, San Francisco combination boat, has been equipped with an Apelco 140 watt ship to shore, and 90 watt ship to ship radio telephone by Cal-Marine Radiophone Co., Fishermen's Wharf.

* * *

The many friends of **Sal Tarantino**, F. Alioto Fish Co., Fisherman's Wharf, San Francisco, will be sorry to learn that he is laid up at home with a serious illness. It is not expected that he will be back on the job for six months or so.

* * *

**Reo Ferrau**, well known radio personality in San Francisco, identified with Italian language broadcasts, is now connected with the office force of Consolidated Fisheries, Inc., San Francisco.

* * *

**J. M. Buchanan**, chairmen, British Columbia Packers, Ltd., Vancouver, B. C., was a California visitor last month; as was **Francis Taylor**, formerly president of the NFI, and head of the Warren Fish Co., Pensacola, Fla.; and **Sam Goldstein**, head of Liberty Fish Co., Philadelphia.

* * *

**Bill Jensen, Jr.**, son of **William S. Jensen**, head of the Washington Fish & Oyster Co., Seattle, Wash., is now associated with the sales department of Washington Fish & Oyster Co. of Calif., in San Francisco.

* * *

**Giuseppi Spadaro**, 77, well known Monterey fisherman, died last month. He was the father of Mrs. Frank Mineo, skipper of the Monterey purse seiner **Mineo Bros.**, and of **Paul Spadaro**, former owner of the Monterey purse seiner **Santa Ana**.

* * *

**San Vito**, former Monterey purse seiner, converted to a trawler, owned by the Liberty Fish Co., Monterey, has been sold to **"Hap" Myers**, and **Al LaRocca**, San Francisco. Mr. LaRocca is a member of A. LaRocca & Sons, San Francisco fish producers and wholesalers. The boat will fish for that firm out of Monterey, skippered by **"Dutch" Maier**. The deal was handled by **Dan Bohne & Son**, Fishermen's Wharf, San Francisco.

* * *

**Ed Canepa**, manager of the Standard Oil Co. marine service station at Fishermen's Wharf, San Francisco, is back on the job again after a vacation trip that took him on a fishing expedition to Canim Lake B. C. Ed reports the fishing was fine. Last month the Canepas celebrated their 40th wedding anniversary.


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**Fishermen's Haven** planned for Shilshole Bay at the mouth of the Lake Washington Canal, Seattle, has been promoted actively by **Pacific Fisherman** for 40 years, and is now actually "in the bag", with $400,000 to initiate construction provided in the appropriation bill signed this summer by President Eisenhower. It will prove a most valuable facility for the safety and convenience of the Pacific Northwest fishing fleet.

## Unemployment Insurance Of Fishermen Provided

Canadian labor history was made recently when the House of Commons approved unemployment insurance for fishermen.

This type of protection had been resisted for some time by the government on the ground that fishermen were mostly independent and self-employed.

The new law which becomes effective April 1, 1957, extends benefits to self-employed fishermen, fishermen working on shares and other forms of contract.

Fisheries Minister James Sinclair had been one of the principal champions of the new measure, which had been opposed by the department of labor due to its complexity. Fishermen are the only self-employed people now covered by unemployment insurance in Canada.

The law authorizes the Unemployment Insurance Commission in the case of self-employed fishermen, to designate as employers those who purchase their catches. Employees and employers make equal contributions to the insurance fund.

## Sick Skipper Recovers

Art Bruno, skipper of the Monterey purse seiner *Two Nancies* is back on the job again, readying his ship for the southern California sardine season.

Art, who was taken seriously ill in Alaska where he was fishing for one of the salmon companies, had to be flown home for medical attention.

## Barney Hansen Treats "McKinley" to New Mill

B. J. "Barney" Hansen, Seattle, has a brand new Enterprise diesel engine in his halibut boat *McKinley*, replacing a 24-year old second-hand 200-hp. diesel of the same make installed hp. diesel of the same make.

*McKinley's* new engine is a Model DMM-6 Enterprise rated 280-hp. at 900 rpm. It works through a Model 108 Sea-Master hydraulic reverse and reduction gear, 2½:1 ratio, manufactured by the Western Gear Corporation.

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## Representatives Named by International Paint Co.

Pioneer merchant B. F. Kneubuhl will represent the Interlux and Trade Sales Division of International Paint Co., it has been announced.

The B. F. Kneubuhl Co., Pago Pago, Tutuila, is also general agent for the Matson Navigation Co. in Samoa.

Another new International Paint Co. marine paint dealer was appointed in northern California by Chet Owen, Pacific Coast manager of the Interlux division of the company.

This is Besotes Bros., 1900 North Wilson Way, Stockton, Calif., who are putting in a line of marine hardware and supplies and will feature a complete line of International marine paints.


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# Robert E. Walker, New President, British Columbia Packers, Ltd., Declares War on Costs

• Two major problems face the fish industry in British Columbia, in the view held and expressed by Robert E. Walker this fall as he buckled down to the job of president of British Columbia Packers, Ltd., the largest fishing concern in the British Commonwealth.

Pressed for particulars, Mr. Walker listed the problems thus:

1. To win the cooperation of the fishermen so the industry can set forth its maximum productive effort in a highly competitive age;

2. The threat of power dams on rivers essential to maintenance of the salmon resource.

"We've got one of our vice presidents devoting practically all his time to the dam problem, trying to reconcile the interests of the fishing and power industries," Mr. Walker told *PACIFIC FISHERMAN*. "That's how important we think it is."

Because he is such a realist, Mr. Walker has his reservations as to the optimistic forecast made by the industry several months ago as to the productivity of the industry 25 years from now. It had been predicted, for instance, that salmon production would be doubled by then. Mr. Walker would like to believe this, but he points out that the situation must be hedged by so many complicated circumstances that long-term forecasts have limited value. He's hopeful; that's about as far as he'll go on that point.

But Mr. Walker has tremendous confidence in the conservation programs currently under way on the Fraser and the Skeena and no one appreciates more than he does the importance and the results of research. He has had a seat right behind the plate on research work, because ever since 1938 he has been one of the British Columbia members of the Fisheries Research Board of Canada. He thinks that the fishing industry's best bet for the future is a continuation and intensification of research.

"In the next few years we've got to do everything possible to reduce costs of production," said Mr. Walker. "There's nothing for us to be happy about in the fact that salmon is now in the luxury category—because of price. In marketing we have already reached a dangerous price level."

Mr. Walker has no ready suggestion as to how production costs can be cut. "One thing is sure; we can't accomplish it overnight," he said. In this business you can't do anything suddenly. It's a long-term process. The same situation faces us in building up the resource itself. Along the west coast of British Columbia there are many abandoned plants that once were busy packing fish. They are idle because the fish are no longer there. I believe that the fish will come back; we may have to clear a lot of streams, improve the breeding environment, perhaps seed many areas now barren. But it takes time to do that, especially when dealing with a four-year fish like Sockeye. Pinks are not so difficult, but they're not easy to restore.

"It's the same way in operating the production end of the industry. Right now I would venture to say that the industry in B. C., on a technological basis in the actual harvesting of fish, is as far advanced as anywhere in the world. Echo sounders, power seines, nylon nets, improving gear and technique — you know the story there. They have all contributed to bettering the physical apparatus for catching fish. And in the processing plants there have been quite revolutionary developments aimed at diversifying production, upgrading it and integrating it. But there's room for improvement and it will come. It's got to come."

Mr. Walker believes that fishing is one industry that has limited scope for automation. He cannot see any substitute for manpower in most of the key functions of the industry, and that accounts for his conviction that so much depends on a co-operative and harmonious personnel—fishermen and shore workers.

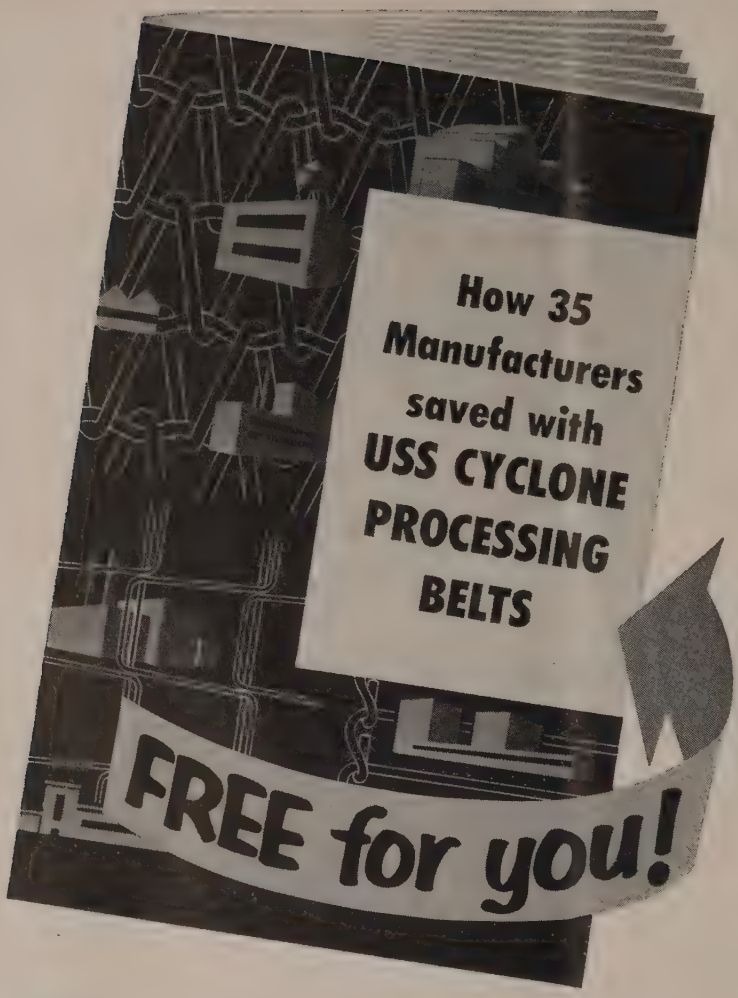
One technological departure for which Mr. Walker has high hopes—although with reservations—is the use of refrigerated sea water, as originated by Dr. H. L. A. Tarr, director of the Fisheries Experimental Station in Vancouver, and his staff. He foresees the time when individual fishing vessels equipped with refrigerated tanks will do away with packers boats and other cumbersome and time-consuming procedure. They will be able to make their catch in relatively remote areas such as Johnstone Straits and deliver it in perfect condition with a minimum of handling, and no over-time.

But this is another development that cannot be expected to go into effect in quick order. He points out that it would be useless to undertake such a change on a piecemeal basis; it would have to be on a large scale or not at all, and the cost of properly equipping a vessel for this type of operation would run to $20,000 or more.

Bob Walker got his first relatively steady job in the industry in 1917 when he went to work as tallyman at Imperial, but for several seasons he worked only in the Summers while on vacation from school. In 1922 he joined the old Gosse-Millerd Packing Co., later absorbed by B. C. Packers, and stayed with them until 1926. The next two years were spent with Great Northern cannery as plant manager. That company was taken over by BCP and he stayed on with the new owner until its financial collapse in 1931, when he entered into partnership with W. H. Edmunds and organized Edmunds & Walker, eventually to become, with Canadian Fishing Co. and Canadian Fish & Cold Storage one of the "Big Three" in the fresh fish trade in B. C.

Meanwhile H. R. MacMillan, later assisted by John Buchanan, was shaking up the old B. C. Packers, cutting out the deadwood and laying the foundation for its subsequent outstanding success. In 1939 BCP acquired Edmunds & Walker and Mr. Walker went with the deal, Mr. Edmunds retiring from the fishing business to go ranching in the Cariboo. In 1940 the office of production manager was created by BCP and Mr. Walker was chosen for the job. Later he was made a vice president, retaining the production management.

Dr. C. R. Elsey is vice president in charge of research and development; E. L. Harrison, vice president in charge of industrial relations; J. N. Hyland, vice president in charge of sales; G. M. Ferguson, vice president, finance, and Ken Fraser, as previously noted, vice president, production. Arthur Hamilton has been named treasurer and D. A. Baxter, secretary.

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## Milton A. Dalby Dies On Train in Norway

Milton A. Dalby, manager of the commercial fisheries department of the Pacific Marine Supply Co., Seattle, and as such known to fishermen and fishery operators throughout the Pacific Northwest and Alaska, died of a heart attack September 15 aboard a train between Oslo and Trondheim, Norway. With his brother, Harold Dalby of Seattle, he was spending a six weeks vacation in Europe.

For 36 years Mr. Dalby had been an employe of the Pacific Marine Supply Co., according to Robert D. Ladd, vice president and general manager. He had risen through able and faithful service to the management of the company's sales to the fishing industry.

Mrs. Dalby was in New England at the time of her husband's death. His brother returned Mr. Dalby's body to Seattle for burial late in September.

Beside his duties as manager of the commercial fisheries department of the Pacific Marine Supply Co., Mr. Dalby was superintendent of the company's building and directed its advertising. Edward Cunningham, company president, spoke of him as "one of our oldest and most loyal employes".

Mr. Dalby had been a fishing vessel owner for many years, having a gillnet boat which he fished commercially during vacation periods and chartered to fishermen on shares at other times.

## S.F. Fish Pier Project Progresses

Progress is being made for the establishment of a pier for the San Francisco fish and affiliated industries. The site which seems to be most under consideration is at the foot of Hyde street, where it has been indicated the Board of State Harbor Commissioners might be willing to build such facilities for the industry.

All fish dealers in San Francisco will be asked to attend a meeting to discuss the matter. Representing the fish business are: J. C. Tarantino, Bell Smoked Fish Co., Otto Weissich, Del Monte Fishing Co., Tom Lazio, F. Alioto Fish Co., Al Levy, Washington Fish & Oyster Co. of Calif., and Jack Gilchrist, legislative representative for the Northern California Sea Food Institute.

## CFCA Meets Nov. 14-16

The annual meeting of the California Fish Canners Association has been scheduled, tentatively, for November 14, 15 and 16 at Ojai Valley Inn.

## In Oregon they say:

# "You Can't Catch 'Em Twice"

● Intensity of fishing—off-shore, inshore, in-river and up-river— is getting a lot of thoughtful attention by those seriously concerned with the fishing industry of Oregon these days —and that goes for the trollers as well as cannerymen; and gillnetters as well as fresh fish shippers.

You hear it expressed this way:
"You can't catch 'em *twice.*"

Of course, everyone agrees that it's the other fellow who is responsible for the destructive intensity of fishing.

● Most of the concern is over the August and fall runs; August on the Columbia, fall Silvers on the Coast streams.

River catches of these runs have been down for several years, and of course the gillnetters and inside buyers are quick to cite ocean fishing—sport as well as commercial.

And that's where the remark: "You can't catch 'em twice", comes in. You can't catch 'em at sea, and in the river also. You can't catch 'em for sport and for sale as well.

Commercial trollers join in the concern over the unbridled operations of the sport fishermen; and particularly of the sport fishermen who take out commercial licenses and then fish without limit.

● Double closure was applied on the Columbia this August in an effort to deliver more adequate escapement from this impaired run to the spawning grounds. The weekly closures in August ran 48 hours, a 100% increase in closed time in an attempt to offset the effect of the sport fishery on escapement.

The river fishery writhes under the condition which closes the commercial season to provide escapement, and then permits unlimited sport fishing in the closed river to catch the protected fish.

● *CELILO'S END*—This is the last season when the August Chinook run escaping above Bonneville will encounter the massed Indian fishery in the difficult passages up Celilo Falls.

Another year, and The Dalles dam will be closed and Celilo Fall flooded out by its pool. The Federal government has compensated the Indians for their fishery, and Oregon and Washington are expected to close the upper river to commercial fishing.

Freed from the mortalities of Celilo, the effective escapement of the August run should be multiplied.

● *UNDER FIRE AGAIN*—Another initiative is on the Oregon ballot to close the coast streams to commercial fishing. It may pass. The industry is opposed, of course, but there are a lot of fishermen and operators who think perhaps it is better to concentrate on ocean fishing after all.

One of the reasons is strictly economic. It traces to prices for troll fish, as contrasted with those quoted for river fish. At time of writing troll Kings were getting 54c per lb. on the Seattle market — dressed head-on of course; and Columbia River August Chinooks were bringing 27½c, round.

Another thing, there's a strong body of opinion building up in Oregon behind the contention that *a closed season dictated by the requirements of salmon conservation should apply to all who fish salmon, whether for sport or for livelihood.*

For example, they say when the Columbia River closes August 26 the closure should apply to *all* salmon *fishing,* salmon *landing,* salmon *selling,* salmon *buying,* sport and commercial, river and troll.

There'll be a lot of disagreement with this thinking, of course; but there is surprising support for it also.

● *REBUILT RUNS*—Columbia River salmon fishing during the May and the July fishing seasons was good again this year; "again", because it was almost up to 1955. Virtually all opinion agrees that the 1956 *run* to the end of July was better than the year before, but that the *catch* was somewhat less because of the heavy freshet this year.

Thus the escapement should have been good, although the freshet may have had some adverse effects not now measurable.

Build-up of the May-through-July runs is cited as plain demonstration of the success of the conservation and rehabilitation program in which the Washington and Oregon fisheries departments and the U. S. Fish and Wildlife Service have cooperated. Specifically, the split seasons and the closures designed to permit spawning escapements from the several racial elements of the run get a lot of the credit.

Spokesmen for the industry outline it this way:

1. *Early Chinooks runs are rebuilding.* Contributing to this condition are (a) split seasons, with periods of closure adequate to permit effective escapement from the peaks of the runs; and (b) closure on early spring troll salmon landings.
2. *August Chinook run is seriously depleted.* Factors producing this situation include: (a) heavy increase in sport fishing at sea, particularly off Grays Harbor; (b) severe drain on escapement as result of the extreme concentration of sport fishing on the Columbia during the commercial closed season from August 26 to September 10; (c) general growth of main stream summer sport fishing on the Columbia River all the way upstream; (d) intense commercial trolling in Oregon, Washington, British Columbia and Alaska, due in part to the very high prices offered, with the disappearance of the Albacore from North Pacific waters contributing importantly during the past two cycles.

## John Hodges Advances With Oregon Department

Appointment of John I. Hodges to the position of assistant state fisheries director, effective September 1, was announced by the Fish Commission of Oregon this week.

Hodges appointment fills a vacancy that has existed since the resignation of Fred C. Cleaver in May of this year. Mr. Cleaver left the fish commission to accept employment with the United States Fish and Wildlife Service in Alaska.

A 1942 graduate of the University of Washington School of Fisheries, Hodges has had 10 years experience in fishery biology research. His first employment was the U. S. Fish and Wildlife service in Alaska and the state of Washington. The new assistant fisheries director came to the Oregon fish commission in 1947 and was assigned to coastal river salmon investigations Hodges was also formerly in charge of Columbia river investigations and was assistant director of research for two years.

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## Drastic Sacramento Fishing Reduction Is Advocated

The California Department of Fish & Game recommended last month a sweeping curtailment in shad and salmon fishing in the Sacramento River system.

The recommendations said the salmon season should be shortened to about one month. All netting should be prohibited in Grizzly and Honker bays, and gillnet fishing for shad should be eliminated.

The department stated that catches of both commercial fishermen and sportsmen in the ocean have been increasing, lowering the number of fish which reach the spawning grounds. The current shad netting operations also are causing a heavy loss to striped bass, a species which already is becoming short in numbers, the department said.

The department said shad has a comparatively low value amount to the industry of only some $650,000 per year, while the value place on the striped bass sports fishery in terms of money spent by anglers, is $18,000,000.

Salmon fishing should be limited to about one month in the fall, the report said.

## New Westgate Division Handles Institutional Packs

Westgate - California Tuna Packing Co. is developing its institutional tuna pack, with the creation of an institutional trade division, headed by H. M. Whitaker, who formerly was west coast divisional sales manager for the San Diego cannery.

Institutional packs, sold to restaurants, hotels, schools, hospitals, airlines, etc., will be offered in one and four-pound sizes.

Earl Gustafson, field sales director, is handling the territory previously cared for by Mr. Whitaker.

## Carmel Canning Firm Names New Officers

New officers of the Carmel Canning Co. are Will Ernest, president; Phelps Hollywood, vice-president and general manager, and Vic Stoffer, secretary-treasurer, all of San Francisco and all well known in the California fish packing industry.

Fish will be packed under the well known Sea Pride label, and private labels. Sardines in oval, tall and fillet cans will be packed as well as squid, mackerel and anchovies.

**Harley Knox**, 57, member of the California State Fish and Game Commission, and former mayor of San Diego, died September 13 of a heart ailment at a San Diego hospital.

## Basic Sea Food Research Lab. Opens

California's first laboratory of basic research in sea food technology has been established on the Berkeley campus of the University of California.

The laboratory is equipped for experimental research on problems connected with the processing and preserving of sea foods. Emphasis at present will be on finding the causes and possible cures for fish deterioration through oxidation.

Head of the laboratory is Harold S. Olcott, professor of marine food technology. He is assisted by Eystein Einset, chemist in the U. S. Fish and Wildlife Service, which is cooperating in the U. C. Institute of Marine Resources study.

Work done at the laboratory will be basic research on the chemistry and biochemistry of fish, Olcott said, between the time it is caught and the time it is eaten. Emphasis will be on ways of preventing the changes that lead to off-flavor, off-color, off-odors and toughening.

Establishment of the laboratory is part of the planned development of the University's Statewide Institute of Marine Resources, established in 1954. Its headquarters are on the La Jolla campus.

## B. C. Herring Fishing Hits Slack Period

Second week of September proved a light one for British Columbia herring fishing, with the catch rising only 2,500 tons, much of the advance being from fishing in the North Area of District 2, with a net gain of 1,700 tons.

Total landings for the province to the middle of September was 22,868 tons, of which the large majority had been in the upper East Coast of the Vancouver Island district.

## 1957 Alaska Regulations Meetings Schedule

The series of meetings on the Alaska fishery regulations for 1957 started at Dillingham, Alaska, Oct. 1, followed by meetings at Anchorage, Homer, Kodiak and Cordova.

On Oct. 15 the series opens in Southeast Alaska at Juneau, with other meetings at Sitka, Oct. 16; Ketchikan, Oct. 18; Wrangell, Oct. 19.

Seattle hearings will be held Nov. 7, 8 and 9.

**David E. Skinner,** president of the Skinner Corporation, of which the Alaska Steamship Company is a subsidiary, has been elected to the board of directors of the Pacific National Bank of Seattle, it was announced recently by Charles F. Frankland, bank president.


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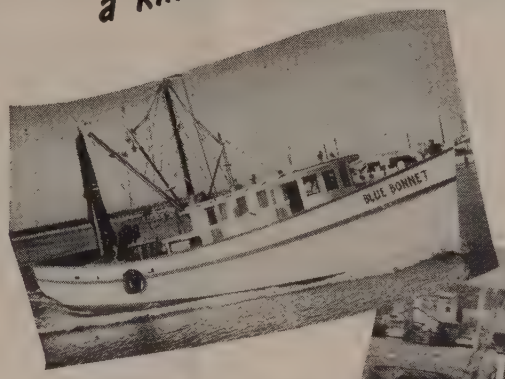
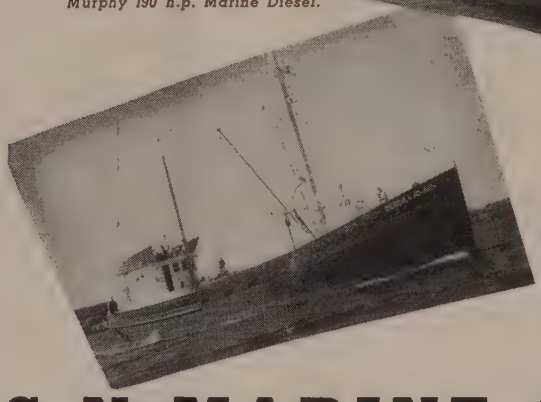



*"BLUE BONNET," 73' shrimper owned by C. O. Robert, Aransas Pass, Texas. Snow-Nabstedt Model 3758/2057 4.5:1 Reduction Gear on Caterpillar D337 Marine Diesel.*

*"CYPRESS," 75' cannery tender owned by Fidalgo Island Packing Co., Seattle, Wash., Snow-Nabstedt Model 3764/2065 3:1 Reverse-Reduction Gear on Murphy 190 h.p. Marine Diesel.*



*"DEBBIE & JO-ANN," 78' scallop dragger owned by Moses Schonfeld of New York City. Snow-Nabstedt Model 3774/2075 3:1 Reduction Gear on Wolverine-Waukesha WM190S Diesel.*

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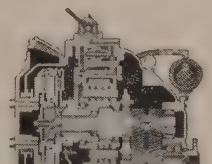

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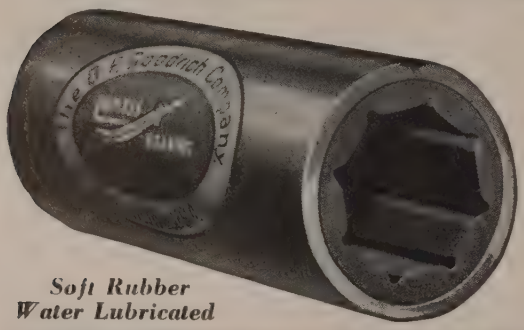


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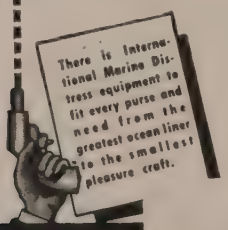
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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

*News and Views of National Trade in Fish and Shellfish*

October, 1956

# Fall Salmon Pack Unlikely To Put Pressure on Price

● Uncertainties of salmon supply had narrowed at presstime to the short fall season in Southeast Alaska and the autumn Chum fishing on Puget Sound.

Some Cohoes are caught during the fall seasons, true; but the freezer demand for salmon this season is certain to divert this production almost wholly away from the canneries.

When this issue closed it was still too early to hazard a prediction of any sort as to the volume of the fall Chum production. One thing only was certain: it wouldn't be great enough to unsettle the price.

The Alaska fall season is always a thing of uncertainty—and usually of disappointment.

Moreover, of recent years the fishermen have been the only ones to profit from the fall fishing. Canners committed to an operation have bid-up prices until the cost precluded profit and the loss rose with the pack.

How plainly this has been driven home is evidenced by the action of one cannery operator—yes, a *young* one—who went to Alaska for the fall season, but to *fish* and not to pack. That's a fact, Raymond C. Wood, president of Petersburg Seafoods, Inc., went up for the fall season to fish on a high-share seiner—and of course to lay-up the cannery for the winter.

● Jockeying with salmon imports from Japan is not expected to prove a factor in the market this season, due to the action of the Japanese in trading through seven or eight of the larger American producers with established sales divisions.

The volume coming from Japan is somewhat less than the trade would have taken had the goods been available and the package selection a little closer to the consuming demand.

● Order placing progresses at a pace which appears entirely satisfactory to the primary marketers—but this business is only moving the goods out of first hands. What Mrs. C. is going to do when she sees the price tabs on the super-market shelves is something else again.

Stiff pricing of salmon comes at a time when tuna is offered at the lowest price levels in many years; and this can be expected to have real influence on the into-consumption movement of canned salmon.

## Seattle Canned Salmon Market, Sept., 1956

Prices openly quoted for staple items of canned salmon, fob. Pacific terminals in cases of 48 at presstime were:

| | |
|---|---|
| Red, talls | $33.00-34.00 |
| Red, halves | 21.00-23.00 |
| King, talls | 29.00-30.00 |
| Chinook, halves | 17.50-18.50 |
| Pink, talls | 23.00-24.00 |
| Pink, halves | 12.50-13.50 |
| Coho, talls | 29.00-30.00 |
| Coho, halves | 16.00 |
| Coho, quarters | 9.50 |
| Chum, talls | 21.00 |
| Chum, halves | 11.50-12.00 |
| **Puget Sound** | |
| Sockeye, halves, mf. | 23.00 |
| Sockeye, halves, hf. | 24.00 |
| Sockeye, quarters | 13.00 |

# Mild Cure Pack Hovers New Half-Century Low

● Mild curing of salmon on the Pacific Coast this season seems certain to hit a half-century low—with the possible exception of mid-war 1943.

Going into September, the pack was figured at only a bit above 5,500 tierces, against a 1955 count at even date of 10,300. Production was high last year of course, due to the big pack in California; but the market would have snapped up a normal pack this year if it could have been gotten together.

● Lack of fish was the sole reason for the slump, and this was particularly evident in Alaska, where the pack to the end of summer was only about 1,560 tierces. Seattle, with about 1,800, was far short of what is considered normal; and British Columbia with 575 was up to its usual volume.

Oregon was back in the picture again with something like 135 tierces; but California was down to 1,450, not more than half the production of 1955 for a comparable period.

● Shocking drop in the availability of splitting Chinooks may trace to the slide-off in Fall Chinooks running to the Columbia River, a decline which has been occasioning serious concern in the river fishery.

Certainly the drop-off in the troll Chinook catch cannot be attributed to strikes or low prices. There was no trouble or interruption of fishing through the season, and the prices paid at splitting centers were extremely attractive. Thus at Seattle slitters, with a 3-way division of the red King grading on weight, have been consistently above 50c per lb. through most of the season.

● Selling prices are stiff also. At presstime the base price per tierce was $625, Seattle, and an eventual advance to $650 seemed in line.

Halibut Producers Cooperative, whose Alaska pack was the largest available for sale, was said to be quoting above $700 fob. New York.

## August Tuna Imports Low in California

Imported tuna deliveries to Southern California ports were low during the month of August.

Japan sent 1,744 tons of Yellowfin and 152 tons of Albacore, while imports from South America included only 21 tons of Yellowfin and 184 tons of Skipjack.

# All Set for Seafood Week

● It was Swordfish for September, said the Southern California Fisheries Association, with fillet of sole and fresh mackerel running second and third.

Bart Ghio, re-appointed secretary of the Association, reports that plans for Seafood Week, October 29 to November 3, are developing actively. Members from the Los Angeles group met with the wholesale and retail fish industry in San Diego recently and a committee will develop Seafood Week in San Diego to coincide with that in the Los Angeles area.

The committee consists of C. M. "Todd" Ghio, Dinko Kovacavich, J. J. Camillo, Maurice Camillo and John Vitalich, Jr.

New officers for the Southern California Fisheries Association, chosen from the board of directors, are: Louis Vitale, Los Angeles Smoking and Curing Co., president; Aldo Casaretto, vice president; John DiMassa, treasurer.

Directors include Glen R. Baker, Mr. Casaretto, Mr. DiMassa, D. P. Graham, Ray LeMoi, Ed Schultz; Joseph Sulentor, Frank Tsuchiya, and Mr. Vitale.

Mr. Ghio reports an enthusiastic support of tie-in promotion and advertising with Seafood Week and Lenten promotion by Sunkist Growers on the use of lemon with seafood. He also states that the San Diego group has engaged the firm of Reed, Miller and Murphy of San Diego to handle advertising matters for the San Diego seafood processors. Lee & Associates is retained by the Los Angeles association in this capacity.

## Famous Salt Codfish Label Is Re-designed

An old friend of American housewives appears this month in a new Fall dress.

The Pearl Brand salt codfish 1-lb. package of the Union Fish Co., San Francisco, has been completely redesigned and improved by Charles E. Cocks and his son, Stanley L. Cocks, partners in the Union Fish Co., in conjunction with Fibreboard Products.

The familiar old package was designed along about 1908 by Mr. Cocks Sr., who with the aid of his children's crayons produced the design that was to become so well known over the next 48 years.

The new carton, produced by Fibreboard Products, Inc., lithographed and paraffine coated features the words "Pearl Brand" in red letters—the only tie-in with the old carton. Center of attraction is a large and lifelike codfish in natural and vivid colors. On the back of the carton is appetizing vignette of a plate of golden brown, sizzling hot codfish cakes.

Recipes are given for codfish cakes, creamed codfish, and codfish puffs. This last delicacy is an origination of Mrs. Stanley L. Cocks, who tried it out in her own kitchen.

How is the new package going? "We think response is excellent", Stanley L. Cocks said. "Buyers have told us that we have an outstanding carton and it would largely sell itself".

In addition to being the oldest and principal packer of salt codfish on the Pacific Coast, the Union Fish Co. also has become active in the distribution of salt and frozen sea foods in the markets of the Pacific, including Hawaii, Guam, and the Philippines.

**Arthur Frohman** **Aldo Casaretto**

Mr. Frohman is one of the Middle West's front-running fish sellers. Mr. Casaretto of Los Angeles is newly-elected national secretary of NFI.

## Bill Jensen Jr. Handles Export-Import Accounts

Bill Jensen Jr., son of William Jensen, president, Washington Fish & Oyster Co., Seattle, is now in charge of the newly established export and import department of the Washington Fish & Oyster Co. of Calif., San Francisco, according to Al Levy, manager.

Wafico of Calif. will import sea foods from all parts of the world and will export canned sea food including salmon, sardines, anchovies, tuna and squid.

## Japanese High Seas Pack Exceeds 1,600,000 Cases

Japan's 1956 high seas salmon pack to mid-September was reported as 1,630,838 cases. This does not include the production of shore canneries working on fish from shore-based operations, or on those delivered frozen from the high seas.

Species composition in full cases of 48 pounds is:

| | |
|---|---|
| Red | 493,848 |
| Pink | 436,680 |
| Chum | 495,613 |
| Silver | 171,309 |
| King | 7,394 |
| Tidbit* | 18,226 |
| Zatsu** | 7,768 |
| Total | 1,630,838 |

*A pack comparable to "tips and tails". **A pack somewhat comparable to "flakes". Both of these packs are for domestic consumption and are not exported.

## Tight Sablefish Market Forecast

A tight market for sablefish this fall was forecast by those who keep their fingers on the pulse of fish production.

Why? Item: the regular halibut season and the second split season were protected so much later in the year than usual that they attracted the attention of vessels which usually go sablefishing at about that time.

Item 2: The Albacore appearance along the North Pacific coast drew vessels finishing their Area 2 second season halibut trips. Where these boats normally would hustle out for sablefish, this September saw them rigging some poles and taking a shot at tuna instead.

Gil Kuhn Joe Cranic
Here's a pair of Ocean Gardeners, key men in the staff of Marine Products Co., San Diego.

## Japan Seeks U.K. Market For Its Canned Tuna

With the Japanese export sales of canned tuna in oil to Europe rising toward an expected total of 800,000 cases for 1956, not a single case has made entry to the United Kingdom. The Japanese tuna associations are seeking to change this situation and are working through their government in an effort to have import permits for at least 180,000 cases of Japanese caned tuna included in the forthcoming trade agreement between the two countries.

## $7.50 Price Is Quoted On New-Pack Sardines

It is reported along San Francisco's California street that there was no carry-over from the 1955-56 season on canned sardines, and prices for the present season's pack were quoted as: 1-lb. ovals, tomato sauce, $7.50; No. 1 tall (15-oz.) brine—$5.50; and tall, (5-oz.) tomato sauce—$7.25-$7.50.

Another cannery was ready to process fish in Monterey, making two in San Francisco, one in Moss Landing, and six in Monterey.

The addition is Carmel Canning Co., which has been overhauled, and in which three American Co. closing machines have been installed—for oval, tall, and oblong shaped cans. Sal Ferrante is plant manager.

## Mackerel and Anchovies Run Neck-and-Neck

Southern California's August mackerel production was 44,398 cases canned from 2,738 tons. Anchovies: 48,633 cases from 2,187 tons.

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# Japan Stabilizes Salmon Selling by New Program

● Stabilized marketing of Japanese canned salmon in the United States and Canada resulted from the rather drastic overhaul of arrangements in Japan, where three outlets placed all of the business on behalf of themselves and eight other firms.

Thus all of the Japanese salmon was sold by Mitsubishi Shoji, Daiichi Bussan and the Foreign Trade Department of Taiyo Gyogyo.

The other eight traders who shared with the negotiating firms in the business were: Tokyo Shokuhin, Nozaki Sangyo, Gosho, C. Itoh, Marubeni, Nichi-men, Sumitomo and Kawakami, each according to its historic proportion of sales, and its arrangements with packing companies.

Tokyo reported that the three negotiating firms at time of writing had done business with seven American companies: Pacific American Fisheries, Libby, McNeill & Libby, P. E. Harris Co., California Packing Corporation, Columbia River Packers Association, Kadiak Fisheries Co. and New England Fish Co. It was understood that there was a possibility of an additional name being added to this list.

In Canada business was done through British Columbia Packers, Ltd., The Canadian Fishing Co., Ltd., and Nelson Bros. Fisheries.

Tokyo reported that by presstime provisional orders had been placed in the United States and Canada for 550,000 cases out of a sales target of 780,000 cases for Area A, comprised of these two countries.

An effort to add a 30 cents charge to the Area A price over that for Area C is reported to have broken down against strong buyer resistance, with the result that business passed at the following figures, all fob. Japan for cases of 48:

Pink talls, $16.75; Chum talls, $15.50; Silver halves, $12; Red halves, $15.65.

# Fall-Off of Herring Catch From 1955 Record Forecast

● A decrease in herring abundance in many areas that were high producers last year is expected to result in a British Columbia catch during the 1956-57 season somewhat less than in the previous season, when a record 250,000 tons was achieved by fishermen.

In a forecast based on the size of catches, availability and spawning escapement in 1955-56 and on expected recruitment in 1956-57, F. H. C. Taylor of the Fisheries Research Board of Canada states that the lower east coast sub-district, the main producing area of the coast, will probably yield its normal quota of 40,000 tons, although abundance there may be slightly lower than in 1955.

In Burnaby Narrows area of Queen Charlotte Islands, where heavy fishing took place in the winter half of the last herring season, a decrease in level of abundance is anticipated, and the catch will probably not be as good as last season.

Some improvement, however, is expected in the northern district, although Mr. Taylor thinks it unlikely that the quota will be exceeded. In the central sub-district a catch of less than the 40,000 tons quota is predicted, unless 1954 year class proves to be of greater abundance than estimated.

Regular winter fishing in the upper east coast district may also be below average unless a large proportion of summer hearring from Queen Charlotte Sound are of upper east coast origin.

Some decrease in abundance is expected in the middle east coast district, but the area still is expected to yield double the amount of its normal 10,000 tons quota. Herring fishing off the lower west coast of Vancouver Island will be much the same as last season, according to Mr. Taylor's findings. In the Barkley Sound area a catch of at least as good as last year is forecast, but little improvement can be expected from the Clayoquot area.

Improved fishing and fair catches may feature herring operations in the Esperanza-Nootka area, provided fish move inshore before the close of the season. In the balance of the area northwards results should remain below average.

## Pacific Northwest Canned Tuna Quotations

Pacific Northwest sales agents at presstime were quoting canned tuna prices as follows per case of 48 halves:

| | |
|---|---|
| Albacore, solid, handpacked | $13.50 |
| Albacore, chunk style | 10.50 |
| White and Dark, grated | 6.50 |
| Light Meat, solid, hand-packed | 11.50 |
| Light Meat, chunk style | 9.50 |

Above items were all of domestic packing. Japanese 4-lb. lightmeat, solid pack, six 66½-oz. cans, brine pack, were quoted at $11.10 per case.

## 3-Year Cannery Labor Contract Negotiated

A new three-year agreement between fish cannery workers and Los Angeles-area fish canners went into effect in September.

The new contract, retroactive to September 1, gives men workers a wage boost totalling 18c hourly over a two-year period in the minimum classifications. Those in top classifications will receive as much as 30c more hourly.

Women workers are to receive from 13.9c to 15.5c an hour more. Cutters, weighmen, tuna cook operators, retort operators and packing house foremen will receive an additional 10c.

## Australian Shrimp Coming

By mid-1957, 1,000,000 lbs. of Australian shrimp a year should be hitting United States markets.

The first shipment of 100,000 lbs. will be made in November, 1956—then the target becomes 1,000,000 lbs. a year, stepped up to $2,812,500 worth a year by 1961. This means supplying approximately 4,000,000 or 5,000,000 lbs. of shrimps a year.

The Evans Head Fishermen's Co-Operative will supply them to Australian Food Export Pty. Ltd., the local agents for a U. S. marketing concern.

## Norwegian Visits Trade

Ornulf Poulson, owner, Hans Poulson & Son, Oslo, Norway, visited Lloyd Turnacliff, Meredith Fish Co., Sacramento, Calif., on his annual trip to the United States. His company is a leading packer of various canned fish products.

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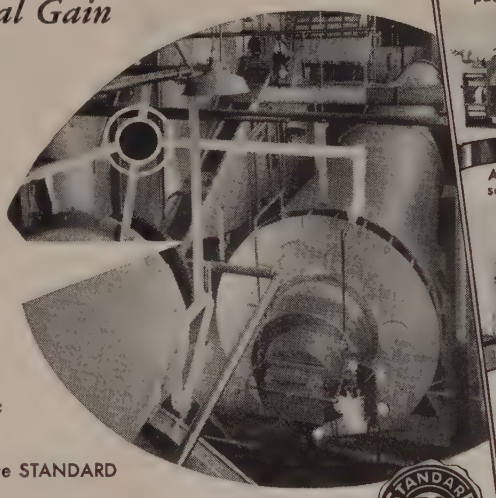

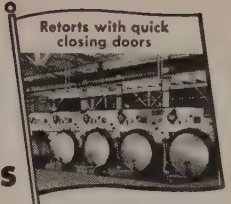


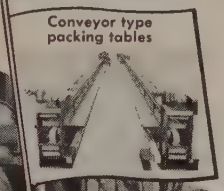


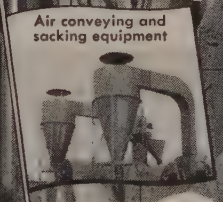


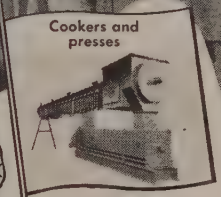


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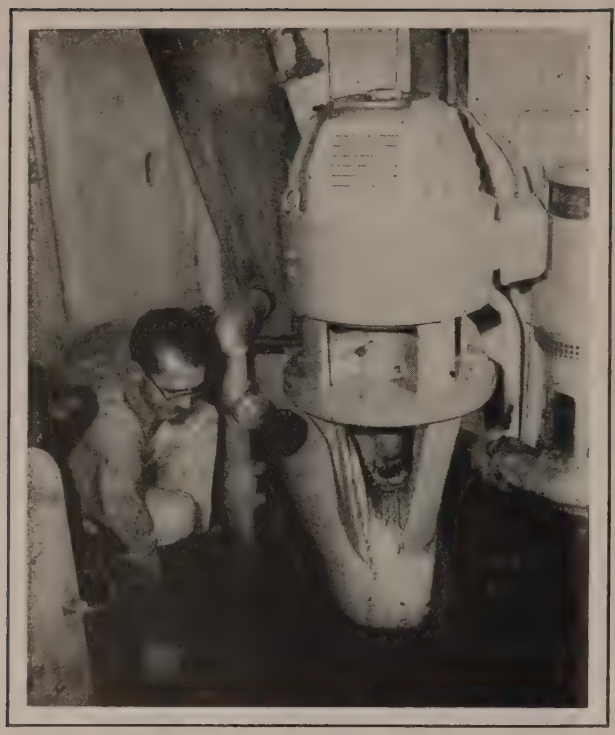

A Monel shaft and impeller keep this bait pump pumping on the *M. V. Mariner.* Campbell Machine, Inc., San Diego, Calif., puts Monel nickel-copper alloy in *all* bait pumps — 8", 10" and 12" sizes. Some of the original shafts are *still* giving good service after 10 years!

# How a Monel shaft in this "iron lung" helps your bait breathe

If you want to bring tuna aboard a clipper, you need live bait. You keep the bait alive — breathing — in tanks filled with circulating sea water. Lots of it!

The *M. V. Mariner,* out of San Diego, is a good example. She carries a 12-inch Campbell bait pump, with Monel nickel-copper alloy impeller and shaft. It pours fresh sea water into her tanks at 4000 gallons a minute.

The Mariner's bait pump and her Monel propeller shaft were installed in 1948. *Both* have given perfect service!

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**PLASTIC LUG BOXES in use in the Van Camp tuna cannery at Astoria. Bottom of the lug has grooves which fit into the broad notch on the top when the units are stacked criss-cross, giving complete stability to a high pile without crushing the material contained. The boxes are impervious and not affected by cleaning compounds and steam.**

## Bioproducts' Vitamin Operations to Continue

Vitamin oil operations of Bioproducts, Inc., at Warrenton, Ore., are not only being continued but actually are under expansion, according to Richard T. Carruthers, president. The plant in August added a refrigeration unit which will increase its capacity for yielding high-potency oils.

At the same time the company continues in its other fields of activity: scrap fish reduction; reduction of cannery offal; condensation of fish solubles; nutritional specialties and pharmaceutical items.

Mr. Carruthers says Bioproducts is banking on a swing back to natural Vitamin A on the part of the medical profession as result of the conviction of some that there are side benefits from the use of Vitamin A fish oils which are not matched in the otherwise-identical synthetic vitamin.

Currently, natural Vitamin A is only a minor factor in supplying the American demand; and a very large part of this is supplied by imports from Japan, which by their volume really control the price. At time of writing it was ranging in the neighborhood of 2.5-3c per million units.

At its Warrenton plant Bioproducts is paying $15 per ton for any kind of scrap fish, and Columbia River trawlers are making some worthwhile side shares by bringing in deckloads of scrap fish taken on the last day of the trip. Draggers will deliver from 10 to 20 tons of such fish. It is carried on deck and makes no manpower demand, while adding $150 to $300 to the stock of the trip. Such scrap fish are accepted either livered or round at the same price.

Bioproducts handles cannery offal from a number of plants on the Columbia River, and manufactures condefensed fish solubles from its own press liquor and that of the Van Camp plant, as well as the cooker condensate from all other Columbia River tuna canneries.

## Fred Cleaver Undertakes King Crab Research

Fred Cleaver, whose work with the Washington Department of Fisheries, Pacific Oceanic Fishery Investigations and the Oregon Fish Commission have won him recognition as one of the leading fishery biologists of the Pacific Coast, recently transferred to the North Pacific Investigations staff of the U. S. Fish and Wildlife Service, taking charge of the King crab research program.

This work is being conducted in connection with the program of the International North Pacific Fisheries Commission.

Mr. Cleaver for some time had headed the Oregon scientific staff and had been serving as assistant director.

## George Wahl Passes

George F. Wahl, 62, a fish broker and inspector in Seattle from 1915 until 1948, died recently at Hampton Beach, N. H., where he and his wife operated a summer resort.

Old timers in the Alaska herring and mild-cured salmon business will well remember George and his late brother Pete, who as Wahl Bros. made their headquarters at the Bell Street Dock, Seattle, for so many years.

## Randall Beard Is 18th President of Divoteers

Randall Beard, of the New England Fish Co., Seattle, was chosen as the eighteenth president of The Fish Divoteers annual fall meeting and golf tournament at the Rainier Golf and Country Club, Seattle, Sept. 21. He succeeds Ralph Syverson of the San Juan Fishing & Packing Co.

Other officers elected for the ensuing year were Bill Frankland, Kelley - Clarke Co., vice - president; Phil LeDuc, Fibreboard Products, Inc., secretary; and Walter Johnson, Halibut Producers Cooperative, treasurer.

Competition was keen for the permanent trophies and the many special prizes awarded at the banquet in the evening which was attended by 163 members and their friends. Ralph Syverson, retiring president, presided.

Steve Kipper, Can-Do Shippers Association, chairman of the tournament committee, also performed admirably as master of ceremonies.

Low net in the first division went to George McKay, Canadian Fishing Co., Ltd., Vancouver, B. C. Clare Kidd, National Bank of Commerce, won low gross honors. Okie Rice, International Sales Co. and George Skarich, Colorado Fuel & Iron Corp., were awarded permanent cups as winners of low net and low gross in the 1956 spring tourney.

In the second division the prize for low net was carried off by Gale Blasingame, Washington Fish & Oyster Co. Mel Halgren, Farwest Fishermen, Inc., Anacortes, was the low gross winner. Permanent trophies went to John Borseth, Western Fisherman, and Homer Kyros, Arctic Maid Fisheries, who won low net and low gross honors last spring.

Edward Antonelli, wholesale fish operator, won low net in the third division, with the award for low gross going to Larry Carlander, Puget Sound Freight Lines. Walt Tobiason, Dehn & Co., and Eldon Erickson, N.C. Marine, took home permanent cups as last spring's low net and low gross winners.

Competing in the guest division, W. Gilbert was the low net winner, with low gross honors going to Ben Ruf, Container Corporation of America.

## Puget Sound Crab Fishing Opens Oct. 15

Commercial crab fishing in Puget Sound opens October 15 this year instead of October 1 as in previous years, the Department of Fisheries announced today. It is illegal to import fresh crabs into the State of Washington during the period October 1-14.

## The PAK-FORMER

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# LINES and LEADERS

### Columbian Bronze Bought

Columbian Bronze Corporation, a leading manufacturer of propellers and marine accessories, has been acquired by Alexander B. Paulson, prominent Long Island builder, and Bernard N. Ames, a vice-president of the company under its previous management.

Mr. Paulsen, who is 44, is one of Long Island's leading home builders and developers of suburban communities.

Mr. Ames, who is 40, has been associated with the Navy Department and was head of the Foundry Practices Section of the New York Navy Yard before he joined Columbian in 1954.

### De Laval Advances Landis

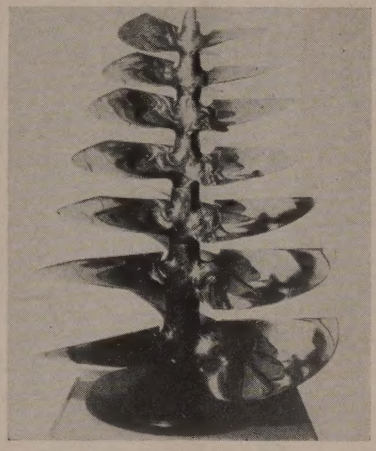
De Laval Pacific Company announces the appointment of Dick M. Landis as assistant general manager of the De Laval Pacific Company effective September 1.

Mr. Landis spent 12 years in the Industrial Division in the De Laval Pacific Company. He was then transferred to The De Laval Separator Company, Poughkeepsie, New York, and spent seven years in their Industrial Division. During part of that time he was manager of the Marine Department.

### Lyman to Handle GM

Lyman Auto Truck Repair, Eureka, Calif,. has been appointed a General Motors Detroit diesel engine dealer for marine and automotive applications in that area, according to Muirson C. Wright, head of West Coast Engine & Equipment Co., Berkeley, Calif., GM engine distributors.

Cliff Lyman, owner of Lyman Auto Truck Repair, is well known among boat owners in Eureka.



**In-Mar Company,** Wilmington, Calif., recently conducted a poll of boat owners who had equipped their craft with Wirkkala propellers, which the company distributes. It showed that fishermen find they reduce greatly propeller noise and vibration, with their adverse effect on fishing. The Wirkkala wheels are pictured above.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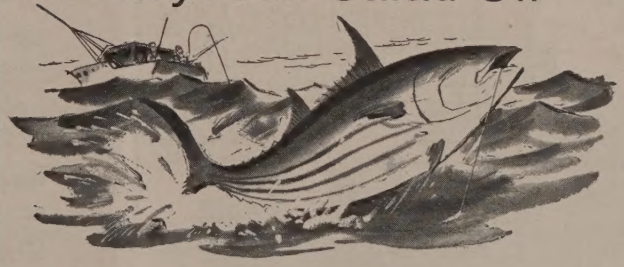

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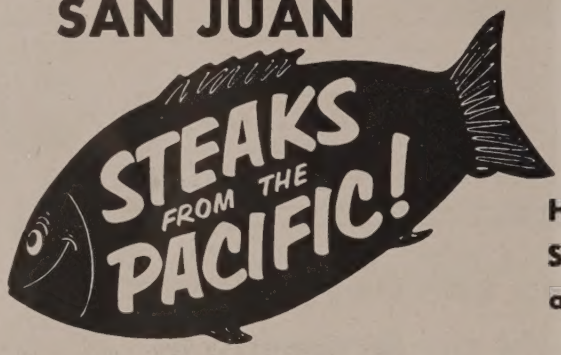


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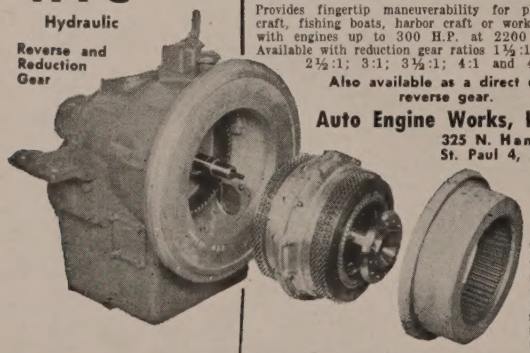

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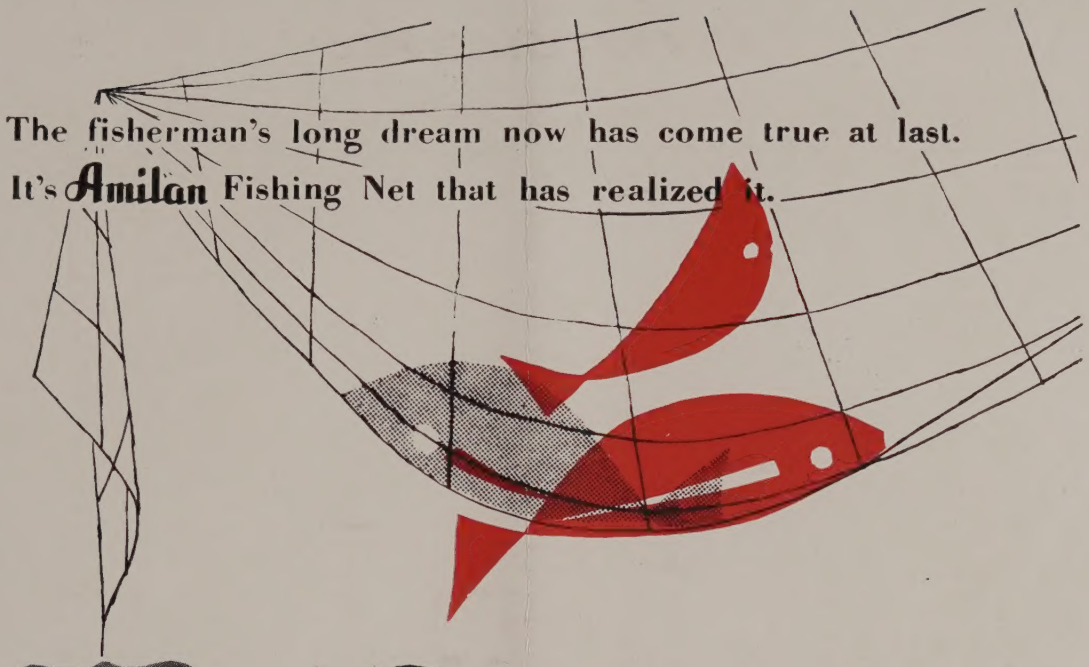

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**Because:**

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2. It is strong, durable, and less liable to break. It helps retrench your repair and replacement expenses.
3. It is lighter than any other kinds of net. It means less labor force and less fuel consumption.
4. It does not easily decay. Its life is semi-permanent.
5. No drying or preservative is required. Expenses and labor for drying and treatment are saved. Spare nets are almost unnecessary.
6. Continual fishing operation is possible with no fear of decay.

The world's highest workmanship plus these unique merits is the world famous "Amilan" Fishing Net. It always carries the label shown above. "Amilan" is the trade mark of our nylon. Toyo Rayon Co., Ltd., Du Pont's exclusive licensee in Japan on nylon production.

*Pamphlet "Amilan Fishing Net" is available, and dealers will be introduced upon request*

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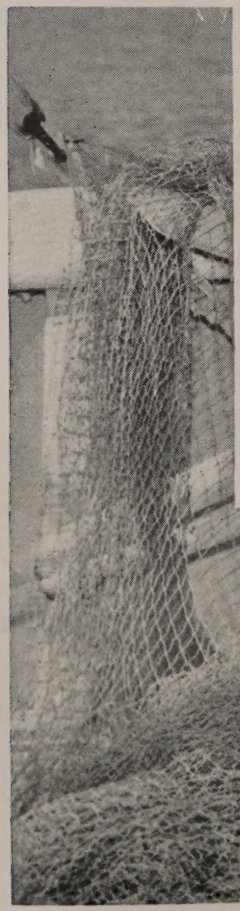

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**Lighter weight**—do not soak up water . . . easier to handle, wet or dry.

**Need no preservatives**—unaffected by marine rot and mildew.

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